EXECUTIVE DOCUMENTS

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Volume 2	No. 1. Interior.
Volume 3	No. 1. War: Parts 1 and 2.
Volume 4	No. 1. War—Appendix: Parts 1 and 2.
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39TH CONGRESS, 1st Session } HOUSE OF REPRESENTATIVES. { Ex. Doc. No. 1.

MESSAGE

OF THE

PRESIDENT OF THE UNITED STATES,

AND

ACCOMPANYING DOCUMENTS,

TO THE

TWO HOUSES OF CONGRESS,

AT

THE COMMENCEMENT OF THE FIRST SESSION

OF

THE THIRTY-NINTH CONGRESS.

WASHINGTON:
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1865.

REPORT

OF

THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT, *December* 4, 1865.

SIR: In my last annual report I presented to Congress and the country such description as the occasion seemed to require of the measures of administration by which our naval force had, during the preceding four years, been created and organized, with an account of the method and manner in which it had been applied in arduous and unexampled forms of action for the suppression of the rebellion. The review then given of the principal operations and the brilliant achievements of our navy closed with the memorable recovery of the harbor and the almost impregnable defences of Mobile.

In this report, besides the exposition of the ordinary business of this department, including the suggestions and recommendations deemed necessary for the proper regulation of the naval service in the present condition of the country, it will be my duty to complete the official record of the triumphs of the navy in the final operations and closing scenes of the war, to indicate the new arrangement and organization of the several squadrons consequent upon the termination of the blockade and the cessation of active hostilities, to exhibit the vigilance and energy of our blockading and cruising service, as testified by the number and value of the captures made in the unrelaxing and successful efforts to cut off illicit commercial intercourse with rebel ports; and especially to exhibit the policy and measures of the department in effecting at the earliest moment, in view of returning peace, a reduction of naval expenditures, while providing for the prompt re-establishment at any time of our great naval power in all its efficiency to meet the exigencies of any possible crisis in which its services may be invoked to maintain the rights or vindicate the honor of the country.

The demands upon the naval service, which for four years had been exacting, were relaxed upon the fall of Fort Fisher. That event, and the possession of Cape Fear river, closed all access to Wilmington, the port of rebel supplies, put an end to illicit traffic with the States in insurrection, and extinguished the last remnants of that broken commerce which foreign adventurers had, notwithstanding constant and severe losses, persisted in carrying on by breach of blockade. The capture of Wilmington was preliminary to the fall of Richmond and the surrender of the rebel armies, which were thenceforward deprived of supplies

from abroad. It released at once a large portion of our naval force, and led to immediate measures for the reduction of our squadrons, and the withdrawal of all vessels which could be dispensed with from the blockade. Such of them as were purchased and no longer required by the government, have from time to time been sold to meet the demands of reviving commerce, which has rapidly expanded as the country became quieted and industry was resumed at the south. Trade and peaceful employment have led to the reopening of the avenues of commercial and social intercourse, and the steamers bought from the merchant service for war purposes have been to a great extent returned to their former pursuits.

NORTH ATLANTIC SQUADRON—CAPTURE OF WILMINGTON AND ITS DEFENCES.

As early as 1862 the necessity of closing the port of Wilmington became a primary object with this department, and was never relinquished; but without military aid and co-operation it could not be effected or even wisely attempted. In September, 1864, the department had such assurances of military assistance as to feel warranted in entering upon the necessary preparations for assembling an adequate naval force to undertake and perform its part in accomplishing the work. In order that there should be no failure, the department concentrated a sufficient force to insure success. To place that force under the command of the first officer in the navy was a duty. Vice-Admiral Farragut was therefore selected to conduct the enterprise, but impaired health, the result of exposure and unremitted exertions during two years of active labor and unceasing efforts in the Gulf, rendered it imprudent for that distinguished and energetic officer to enter upon this service. He had, moreover, important work yet to be finished on the Gulf coast, where he was then operating, and was therefore on his own request excused from this new command. Rear-Admiral Porter, who had shown great ability as the commander of the Mississippi squadron, and had identified himself with many of its most important achievements, was transferred to the command of the North Atlantic squadron, which embraced within its limits Cape Fear river and the port of Wilmington.

A fleet of naval vessels, surpassing in numbers and equipments any which had assembled during the war, was collected with despatch at Hampton Roads. Various causes intervened to delay the movement, and it was not until the early part of December that the expedition departed for Beaufort, N. C., the place of rendezvous. Some further necessary preparations were there made, which, together with unfavorable weather and other incidents, delayed the attack until the 24th of December. On that day Rear-Admiral Porter, with a bombarding force of thirty-seven vessels, five of which were iron-clads, and a reserved force of nineteen vessels, attacked the forts at the mouth of Cape Fear river, and silenced them in one hour and a quarter; but there being no troops to make an assault or attempt to possess them, nothing beyond the injury inflicted on the works and the garrison was accomplished by the bombardment. A renewed attack was made the succeeding day, but with scarcely better results. The fleet shelled the forts during the day and silenced them, but no assault was

made, or attempted, by the troops which had been disembarked for that purpose.

Major General Butler, who commanded the co-operating force, after a reconnoissance, came to the conclusion that the place could not be carried by an assault. He therefore ordered a re-embarkation, and informing Real-Admiral Porter of his intention, returned with his command to Hampton Roads. Immediate information of the failure of the expedition was forwarded to the department by Rear-Admiral Porter, who remained in the vicinity with hi entire fleet, awaiting the needful military aid. Aware of the necessity of reducing these works, and of the great importance athich the department attached to closing the port of Wilmington, and confident that with adequate military co-operation the fort could be carried, he asked for such co-operation, and earnestly requested that the enterprise should not be abandoned. In this the department and the President fully concurred. On the suggestion of the President, Lieutenant General Grant was advised of the confidence felt by Rear-Admiral Porter that he could obtain complete success, provided he should be sufficiently sustained. Such military aid was therefore invited as would insure the fall of Fort Fisher.

A second military force was promptly detailed, composed of about eight thousand five hundred men, under the command of Major General A. H Terry, and sent forward. This officer arrived off Fort Fisher on the 13th of January. Offensive operations were at once resumed by the naval force and the troops were landed and intrenched themselves, while a portion of the fleet bombarded the works. These operations were continued throughout the 14th with an increased number of vessels. The 15th was the day decided upon for an assault. During the forenoon of that day forty-four vessels poured an incessant fire into the rebel forts. There was, besides, a force of fourteen vessels in reserve. At 3 p. m. the signal for the assault was made. Desperate fighting ensued, traverse after traverse was taken, and by 10 p. m. the works were all carried, and the flag of the Union floated over them. Fourteen hundred sailors and marines were landed and participated in the direct assault.

Seventy-five guns, many of them superb rifle pieces, and nineteen hundred prisoners were the immediate fruits and trophies of the victory; but the chief value and ultimate benefit of this grand achievement consisted in closing the main gate through which the insurgents had received supplies from abroad and sent their own products to foreign markets in exchange.

Light-draught steamers were immediately pushed over the bar and into the river, the channel of which was speedily buoyed, and the removal of torpedoes forthwith commenced. The rebels witnessing the fall of Fort Fisher, at once evacuated and blew up Fort Caswell, destroyed Bald Head Fort and Fort Shaw, and abandoned Fort Campbell. Within twenty-four hours after the fall of Fort Fisher, the main defence of Cape Fear river, the entire chain of formidable works in the vicinity shared its fate, placing in our possession one hundred and sixty-eight guns of heavy calibre.

The heavier naval vessels being no longer needed in that quarter, were despatched in different directions—some to James river and northern ports, others

to the Gulf or the South Atlantic squadron. An ample force was retained, however, to support the small but brave army which had carried the traverses of Fort Fisher, and enable it, when re-enforcements should arrive, to continue the movement on Wilmington.

Great caution was necessary in removing the torpedoes, always formidable in harbors and internal waters, and which have been more destructive to our naval vessels than all other means combined.

About the middle of February offensive operations were resumed in the direction of Wilmington, the vessels and the troops moving up the river in concert. Fort Anderson, an important work, was evacuated during the night of the 18th of February, General Schofield advancing upon this fort with eight thousand men, while the gunboats attacked it by water.

On the 21st the rebels were driven from Fort Strong, which left the way to Wilmington unobstructed, and on the 22d of February that city was evacuated. Two hundred and twelve guns were taken in the works from the entrance of Old river, including those near the city, and thus this great and brilliant achievement was completed.

SOUTH ATLANTIC SQUADRON—FALL OF CHARLESTON.

In November, 1864, the department officially advised Rear-Admiral Dahlgren that Major General Sherman had commenced his march from Atlanta to the seaboard, and that he might be expected to reach the Atlantic coast, in the vicinity of Savannah, about the middle of December. Rear-Admiral Dahlgren was instructed to be prepared to co-operate with General Sherman, and furnish him any needed naval assistance which it might be in his power to render. Before these instructions reached him, Rear-Admiral Dahlgren, who was thus not unprepared to hear of the movement of the army from Atlanta to the coast, had conferred with Major General Foster, then commanding the department of the south, and concerted with him plans to assist, so far as their joint forces would allow, in establishing communication with the advancing general. A combined expedition was at once organized for cutting the railroad communication between Charleston and Savannah, and otherwise engaging the attention of the insurgents in that quarter. Force was displayed at the most important points along the Carolina coast, and every available means adopted to aid in the success of the grand and novel military movement which was in progress through the heart of a hostile country.

General Sherman reached the vicinity of Savannah on the 12th of December, and communication between him and Rear-Admiral Dahlgren was immediately established. The latter made the best possible disposition of the vessels then under his command, to assist the army in obtaining possession of Savannah. By the 18th of December the investment of that city, by the navy on one side and the army on the other, was accomplished. The garrison, however, succeeded in escaping across the river and effecting a retreat towards Charleston, leaving General Sherman to occupy Savannah on the 21st of that month.

Early in January Rear-Admiral Dahlgren was engaged in assisting in the

ransfer of the right wing of the army to Beaufort, S. C., and in the course of General Sherman's march northward that officer and his army were aided by all needful naval demonstrations.

On the 12th and 13th of February a joint movement was made along the approaches from Bull's Bay to Mount Pleasant, with a view of embarrassing the military commandant at Charleston, and blinding him as to the actual military design. No real or serious attack on Charleston was meditated. Only a diversion was contemplated at that moment. Other less extensive movements than that at Bull's Bay were made about that period, full details of which will be found in the despatches forming a part of the appendix to this report. They were intended simply to attract the attention of the rebels and aid General Sherman in accomplishing his great purpose of moving towards Richmond. Charleston was in the mean time vigilantly watched to detect the first indications of its abandonment by the rebels, which it was known must take place at an early day. The troops stationed thereabout were advanced, and the iron-clads were moved nearer to the rebel works. During the night of the 17th of February the batteries were ceaselessly employed, and the vessels in the harbor gave them watchful attention. The morning of the 18th revealed the fact that Charleston was evacuated. Thus, without a final struggle, the original seat of the rebellion, the most invulnerable and best protected city on the coast, whose defences had cost immense treasure and labor, was abandoned, and the emblem of unity and freedom was again reinstated upon the walls of Sumter.

The evacuation of Charleston was followed by that of Georgetown on the 23d of February, and on the 26th of that month the place itself was occupied by Rear-Admiral Dahlgren.

WEST GULF SQUADRON—SURRENDER OF MOBILE AND THE REBEL FLEET.

When Vice-Admiral Farragut left the West Gulf squadron in the later autumn of 1864, the command devolved on Commodore James S. Palmer, senior officer on the station. This officer continued operations until the arrival of Admiral Farragut's successor, Acting Rear-Admiral Thatcher, who bears testimony to his subsequent efficiency and untiring services throughout the attack on the defences of Mobile, and acknowledges also his indebtedness to Commodore Palmer for the admirable manner in which the vessels had been prepared for arduous service under that officer's supervision. The resumption of offensive operations against the city of Mobile, under the direction of Major General Canby, was not determined upon until early in January, when Acting Rear-Admiral Thatcher, then recently appointed to the command of the West Gulf squadron, was ordered to proceed immediately to New Orleans, in order to co-operate with the military commander.

The force placed under Acting Rear-Admiral Thatcher was increased by light-draught iron-clads detached from the Mississippi squadron for service in Mobile bay. A joint movement by land and water was arranged and carried into execution. Indications that the rebels were about to evacuate the city led to a naval reconnoissance in force to ascertain the facts, on the 11th of March, with five monitors, in as close proximity as the shallow water and obstructions

would permit. This movement drew from the insurgents such a fire as to place beyond doubt that those defences were still intact.

The troops were landed on the 21st of March on the left bank of Fisher's river, about seventeen miles from its junction with the bay, and advanced as rapidly as the condition of the road would permit, while the naval vessels shelled the woods and kept open communication by signals with General Canby for co-operation. The rebels doubtless believed that the naval vessels were not able to cross the bar of Blakely river; and even if successful in crossing, that it was in their power to destroy the boats by their marsh batteries and the innumerable torpedoes with which the river was filled. They did succeed in sinking two of the monitors and four wooden gunboats at the entrance of Blakely river, by these sub-marine implements of destruction, although the river had been thoroughly dragged, and many torpedoes were removed before the vessels went over the bar. Beyond the sinking of these vessels and the loss of a few lives, no serious consequences attended the approach to and capture of Mobile.

The principal works of defence between the city and the fortresses which guarded the entrance to the bay, captured in August, 1864, by the fleet while commanded by Vice-Admiral Farragut, were Fort Alexis and Spanish Fort. By the 3d of April these had been completely invested by the troops, and during the night of the 8th and morning of the 9th they were, after a short but severe bombardment, captured, and with them from 1,600 to 2,000 men, with sixteen heavy guns. With the key to Mobile thus secured, the outer works of importance batteries Tracy and Huger, were within easy reach, and on the evening of the 11th they were evacuated.

On the 12th the troops were conveyed to the west side of the city for the purpose of an attack, and the fleet gained a suitable position for performing its share of this work, but it was soon ascertained that the city was at the mercy of our arms, all the remaining defences having been abandoned. A formal surrender was therefore demanded by General Granger and Acting Rear-Admiral Thatcher, which was complied with and posssession was taken of the city. The works which environed Mobile were of immense strength and extent. Nearly 400 guns were captured, some of them new and of the heaviest calibre.

The rebel army, on evacuating the city, retreated up the Tombigbee. Preparations to follow and capture them were far advanced, when, on the 4th of May, propositions were received from Commander Farrand, commanding the rebel naval forces in the waters of Alabama, to surrender all the vessels, officers, men, and property yet afloat and under blockade on the Tombigbee. The basis of the terms of surrender being the same as those of General Lee, were accepted. On the 10th of May the formal surrender took place, and the insurgent navy ceased to be an organization. Four vessels were surrendered, and 112 officers, 285 men, and 24 marines, were paroled and permitted to return to their homes.

Sabine Pass and Galveston, the only remaining rebel fortified points on the Gulf coast, soon capitulated. The forts at the first-named place were evacuated on the 25th of May, and the commandant of the defences of Galveston gave assurances that there would be no opposition to the occupancy of that place by

the navy. On the 2d of June, Galveston was surrendered, and the supremacy of the government was once more established on the entire coast, from Maine to and including Texas.

REDUCTION OF THE NAVAL FORCE—THE SQUADRONS.

Immediately after the fall of Fort Fisher and the capture of Wilmington, measures were taken for the gradual reduction of the naval forces employed on the duties of blockade. The recovery of Charleston, Mobile, and Galveston justified a still further diminution, and as these events successively occurred, measures were promptly taken to reduce the squadrons and economize expenses. On the 24th of February letters were addressed to Admirals Porter, Dahlgren, Stribling, and Thatcher, informing them that the department was of opinion that the fall of Fort Fisher and the possession of Charleston would enable the department to reduce naval expenses. They were therefore directed to send north such purchased vessels as needed extensive repairs, and also any naval stores that were not required. A careful scrutiny of requisitions was enjoined before approval, and commanders of squadrons were informed that they would be expected to use every possible exertion and care to diminish the expenses of their respective commands.

About the 1st of May orders were issued to further reduce the squadrons in our domestic waters one-half. Near the close of that month a further diminution was directed, so that the entire force retained in commission should not exceed one hundred vessels. In the early part of July another and still further reduction was made, leaving but thirty steamers, which, with receiving storeships, composed the entire blockading squadrons on the Atlantic and the Gulf.

On the 31st of July the Potomac flotilla, which, under Commander F. A. Parker, had rendered active service, was disbanded.

The Mississippi squadron, comprising at one time about one hundred steamers, was gradually reduced, and on the 14th of August wholly discontinued. Acting Rear-Admiral Lee was relieved, and Commodore Livingston, who had acquitted himself with energy at the Norfolk station, and subsequently at Cairo, was intrusted with the duty of disposing of the vessels and closing up the affairs of that squadron.

The reduction of the blockading force involved also a curtailment of the number of squadrons. In June, therefore, the North and South Atlantic squadrons were consolidated into one, known thereafter as the Atlantic squadron, commanded by Acting Rear-Admiral Radford, who, on the 28th of April, had succeeded Rear-Admiral Porter in command of the North Atlantic squadron. Rear-Admiral Dahlgren was detached from the command of the South Atlantic squadron, and hauled down his flag at Washington on the 12th of July.

Acting Rear-Admiral Radford, having been appointed commandant of the Washington navy yard, was succeeded by Commodore Joseph Lanman in the command of the Atlantic squadron on the 10th of October.

The consolidation of the East Gulf squadron, commanded by Acting Rear-Admiral Stribling, and the West Gulf squadron, under Acting Rear-Admiral

Thatcher, was also consummated, and thereafter this force was known as the Gulf squadron. Acting Rear-Admiral Thatcher remained in command, and Acting Rear-Admiral Stribling returned to Boston in July.

Besides the vessels composing the several squadrons, others are in commission in various capacities. The James Adger is stationed at Aspinwall; the Michigan is assigned to the northern lakes; the Sabine is employed as an apprentice ship; the De Soto is in the West Indies; the Massachusetts and South Carolina are still continued as supply-ships for the squadrons on the coast; the Constitution, Macedonian, and several others are connected with the Naval Academy; and twenty vessels are used at the navy yards as receiving-ships and tenders; so that there are actually in commission at this time, at home and abroad, one hundred and seventeen vessels of all descriptions, which number, should the exigencies of the service permit, will be still further reduced.

In January, while Rear-Admiral Porter was engaged before Wilmington, affairs on James river assumed such an attitude, involving the welfare and security of the army by a demonstration on the part of the rebels with their armored rams from Richmond, that it was deemed important to send thither immediately an officer of ability and experience. Vice-Admiral Farragut, then in Washington, was selected for this special duty, and on the 24th of that month proceeded to James river for that purpose. The threatening demonstration below Richmond was not long maintained, and the occasion having passed, Vice-Admiral Farragut was relieved from this special service on the 2d of February.

A special squadron of vessels, consisting of the Vanderbilt, Tuscarora, Powhatan, and the turreted iron-clad Monadnock, left Hampton roads on the 2d of November, under the command of Commodore John Rodgers, destined to re-enforce the squadron in the Pacific.

In withdrawing a large naval force from active service, in disposing of the vessels, in discharging or detailing to other duties their officers and crews, in making provision for a large surplus of ordnance ammunition and stores, great labor has of course devolved upon the department and its bureaus. Some idea may be formed of the extent of that labor, from the fact that there were in the several blockading squadrons in January last, exclusive of other duty, four hundred and seventy-one vessels and two thousand four hundred and fifty-five guns. There are now but twenty-nine vessels remaining on the coast, carrying two hundred and ten guns, exclusive of howitzers. Disposition has been made of all the others. Some of the vessels are laid up in ordinary, some with their crews are on foreign service, but many have been sold, and, with most of the men that were actively engaged in hostile operations, are now employed in peaceful occupation.

As soon as our domestic troubles were overcome, the duty of attending to our interests abroad prompted the re-establishing of the foreign squadrons which had been suspended. The European, the Brazil, and the East India squadrons have been organized anew upon as economical a scale as is consistent with their efficiency, the interests of commerce, and a proper regard for our position as a nation.

These squadrons, with another which is soon to be put in operation in the

West Indies, and the Pacific squadron which has never been discontinued, are considered sufficient for the encouragement and protection of our countrymen engaged in legitimate commercial pursuits, and for upholding our flag abroad.

Some modifications of the limits of the respective squadrons, and the substitution of steamers for sailing vessels, will infuse more vigor into the service, and it is designed that there shall hereafter be greater activity and vigilance in their operations. The number of vessels and crews on foreign service will not be greatly increased over those of former years, while the number of guns will be less; yet the superiority of steam over sails for naval war vessels, and the improvement and new patterns of ordnance, will hereafter give our force abroad greatly augmented efficiency and power.

The European squadron is commanded by Rear-Admiral L. M. Goldsborough, and consists of the following vessels: the Colorado, Kearsarge, Ticonderoga, Frolic, Ino, and Guard, to which the Canandaigua will shortly be added. The field of operation of this squadron, besides the coast of Europe and the Mediterranean, will comprise Madeira, the Canaries, and the African coast as far as St. Paul de Loando.

The Brazil squadron is commanded by Acting Rear-Admiral S. W. Godon, who has ten vessels on that station, viz: the Susquehanna, Brooklyn, Juniata, Shamokin, Nipsic, Shawmut, Kansas, Wasp, Supply, and Onward. Besides the eastern coast of South America, this squadron will cruise on the coast of Africa from Cape Town to St. Paul de Loando.

The East India squadron consists at present of four vessels—the Hartford, Wyoming, Wachusett, and Relief. The Shenandoah will be shortly added to this number. This squadron is commanded by Acting Rear-Admiral H. H. Bell, who sailed from New York in his flag-ship, the Hartford, in August, and has probably already reached his station.

The Pacific squadron remains in command of Acting Rear-Admiral George F. Pearson, and comprises eleven vessels, viz: the Lancaster, Powhatan, Saranac, Suwanee, Mohongo, Wateree, Saginaw, St. Mary's, Cyane, Nyack, and Tuscarora, and two store-ships, the Fredonia and Farallones. Some vessels sent to the Pacific (including two of the iron-clads) will be laid up in the harbor of San Francisco, ready for any emergency that may arise.

The extensive limits of this squadron, embracing the whole western coast of North and South America, with the islands of the Pacific; the rapidly increasing population of the States; and the growing and expanding commerce, and vast interests involved, render it advisable that the naval force of the Union should be largely re-enforced in that quarter. Considerable addition to the number of vessels will therefore be made, and it is proposed at an early day to make a division of the squadron.

But few vessels, and they on merely temporary duty, have as yet been employed in the West Indies. The Connecticut, the Kansas, the De Soto, and nearly all the vessels which have been sent to the coast of Brazil, have visited some of the more important points, particularly in the island of St. Domingo, and given attention to American interests there. It is proposed to revive the

West India squadron to cruise in those waters, where we have so large a trade, and where, owing to the proximity of the islands to our shores, it is essential that we should cultivate friendly relations. Commodore James S. Palmer has been designated to command the squadron, having for his flag-ship the Rhode Island. In addition to the De Soto, now on that station, it is proposed to send the Swatara, Monongahela, Florida, Augusta, Shamrock, Ashuelot, and Monocacy, making a squadron of nine vessels.

THE NAVAL FORCE.

When hostilities against the government were commenced in the spring of 1861, and the ports on our southern coast were ordered to be closed under the form of international blockade, instead of the municipal form of an embargo, the labor, embarrassments, and responsibilities suddenly and unexpectedly imposed upon this department were immensely increased.

To create and organize a navy such as the order for the blockade required would have been at any time an immense undertaking, but the task was vastly more onerous when the country, after a long interval of peace, was beginning to be rent by civil convulsions.

In this condition of affairs, with the navy reduced during fifty years of peace to a low standard of efficiency, without experience or precedent to guide the application of modern inventions to war purposes, with restricted and wholly insufficient navy yards for the construction and repair of vessels, and without any adequate establishment for the stupendous work before it, the department was compelled to feel its way and press on its work at the very time when a duty was imposed upon it which a nation fully prepared and furnished with abundant ships and men and material would have found difficulty in performing. But the resources of the country were equal to the emergency. With only limited means at the command of the department to begin with, the navy became suddenly an immense power. An unrelaxing blockade was maintained for four years from the capes of the Chesapeake to the Rio Grande, while a flotilla of gunboats, protecting and aiding the army in its movements, penetrated and patrolled our rivers, through an internal navigation almost continental, from the Potomac to the Mississippi.

After the capture of Forts Hatteras and Clark, in August, 1861, port after port was wrested from the insurgents, until the flag of the Union was again restored in every harbor and along our entire coast, and the rebellion eventually wholly suppressed.

Coincident with these operations afloat, the department had its attention also actively engaged in developing the ingenuity, skill, and resources of the country, in the construction of new classes of vessels, in the introduction of new descriptions of ordnance, torpedoes, and projectiles, in experiments in steam, and in the improvement of steam machinery. Although compelled to encounter opposition in all its forms, the department has been unremitting in its efforts, and in almost every instance has met with a generous response from Congress and the country.

Three hundred and twenty-two (322) officers traitorously abandoned the service to which they had dedicated their lives, proved false to the flag which they had sworn to support, and to the government which had confided in their honor and relied on their fidelity to sustain it in conflict and peril. The embarrassment caused by these desertions in the moment of trial was temporary. Better men from the merchant marine, educated and vastly more efficient, promptly volunteered their services, in many instances at great pecuniary sacrifice, to fight the battles of the Union. About seven thousand five hundred of these gallant and generous spirits have, after examination, received appointments and been employed in the navy. Schools were established to instruct and perfect them in the rudiments of gunnery and nautical routine, and it is due to them to say that they have acquitted themselves with credit and served with zeal and fidelity. The intercourse between these volunteer officers and the officers of the regular navy has been productive of mutual good will and respect. It will, I trust, lead to lasting personal friendships and insure enduring intimacy between the commercial and naval service. Most of the volunteer officers have received an honorable discharge and returned to their peaceful professional pursuits. I take this occasion to renew my annual suggestion, that some of the most distinguished of these heroic and loyal men, of admitted capability and merit, who have served the country so faithfully and so well, be added to the navy after an examination by a board of officers appointed for that purpose. Such an addition to the navy, of brave and intelligent representatives from the commercial marine, will be a fitting and honorable recognition of the services of a body of men who came gallantly forward in a period of national peril to sustain the cause of their country.

From seven thousand six hundred (7,600) men in service at the commencement of the rebellion, the number was increased to fifty-one thousand five hundred (51,500) at its close. In addition to these the aggregate of artisans and laborers employed in the navy yards was sixteen thousand eight hundred and eighty, (16,880) instead of three thousand eight hundred and forty-four (3,844) previously in the pay of the government. This is exclusive of those employed in the private ship yards and establishments, under contracts, constituting an almost equal aggregate number. Two hundred and eight (208) vessels have been commenced and most of them fitted for service during this period. A few of the larger ones will require still further time for completion. Only steamers, the propellers also having sailing power, have been built by the government during my administration of the department.

Since the 4th of March, 1861, four hundred and eighteen (418) vessels have been purchased, of which three hundred and thirteen were steamers, at a cost of $18,366,681 83, and of these there have been sold three hundred and forty (340) vessels, for which the government has received $5,621,800 27.

THE CONDUCT OF THE BLOCKADE.

In order to guard the coast and enforce the blockade the department was under the necessity of breaking up and ordering home our foreign squadrons.

This recall, rendered imperative by the necessities of the case, left our extensive commerce on distant seas unprotected. The great maritime powers of Europe, as soon as they were aware of our domestic difficulty, hastened to recognize the rebels as belligerents, and proclaimed themselves neutral between the contending parties. The operations of this assumed neutrality were to deprive our national ships of the privileges which they had by national courtesy enjoyed, and while thus restricting and inflicting injury on our government, the professed and proclaimed neutrality gave encouragement and strength to the rebels who were in insurrection and waging war upon the Union. Each of these European neutrals had treaties of amity, and was in friendly official and commercial intercourse with the government of the United States, while with the rebels, who were without a recognized flag or nationality, they had neither treaties nor official relations. The United States had a navy which commanded respect, and a commerce that covered every sea, whilst the rebels had neither navy nor commerce to be affected by neutral exclusions and restrictions. Consequently this action of the neutral league operated, on the one hand, to injure and embarrass a friendly government that was cultivating and practicing peaceful and friendly relations with every nation; and, on the other hand, to give countenance and encouragement to rebels engaged in a causeless insurrection to subvert the most beneficent government on earth.

Virtually excluded from the ports of the great maritime powers by this assumed neutrality, the difficulty of maintaining even a limited naval force abroad was greatly increased. The withdrawal of our squadrons left our unprotected commerce exposed to the depredations of semi-piratical cruisers, which were built, armed, manned, and sent out to plunder and destroy our merchantmen from the shores of neutral Europe. To these aggravated wrongs we were compelled, in the great emergency which existed, to submit, for under no circumstances would the department relax the blockade, or permit its efficiency to be impaired.

The suppression of the rebellion enables us to re-establish squadrons abroad, and to display again the flag of the Union in foreign ports. Our men-of-war, released from the blockade, will soon be found in every sea, prepared to assert American rights and protect American interests.

European neutrality, now that the insurrection is suppressed, no longer denies to our national vessels those supplies and courtesies which were refused in the days of our misfortune. No rebel rover, built in neutral ports, remains to take alarm or feel apprehension on the appearance of the armed vessels of the republic; and now that we have suppressed the insurrection, we may be permitted to receive hospitality and international comity from those neutral nations which during four years excluded our public ships, while they persistently insisted on elevating the rebels to be a distinct belligerent power.

We had, in 1860, five squadrons on foreign stations, numbering thirty-one vessels, carrying four hundred and forty-five guns. At the present time we have on the several stations abroad thirty-six vessels, mounting three hundred and forty-seven guns, and carrying fifty-six howitzers.

In time of peace our naval force should be actively employed in visiting

every commercial port where American capital is employed, and there are few available points on the globe which American enterprise has not penetrated and reached. But commerce needs protection, and our squadrons and public vessels in commission must not be inactive. One or more of our naval vessels ought annually to display the flag of the Union in every port where our ships may trade. The commerce and the navy of a people have a common identity and are inseparable companions. Each is necessary for the other, and both are essential to national prosperity and strength. Wherever our merchant ships may be employed, there should be within convenient proximity a naval force to protect them and make known our national power. Such are the energy and enterprise of our countrymen, that they will, now that the war has closed, compete for the trade and commerce of the world, provided the government performs its duty in fostering and protecting their interests. Besides guarding the channels hitherto occupied and explored, it would be well that examinations be made for new avenues of trade. In connexion with this subject, I would suggest the importance of a more thorough survey and exploration of the principal islands in the Pacific ocean, and that the department have authority to carry this suggestion into effect.

Following the tracks of commerce, and visiting every navigable portion of the globe, the intelligent officers of the navy are capable, from their position and opportunities, of acquiring and communicating a vast amount of useful information, thereby benefiting commerce, and, by continual additions to the stores of knowledge, promoting the welfare of the country and of mankind.

There are circumstances which render it necessary that a commercial and naval people should have coaling stations and ports for supplies at one or more important points on those seas and oceans where there are important interests to be protected, or naval power is to be maintained. Steamers cannot carry the same amount of supplies as the sailing vessels of former days, and the coal which is indispensable to their efficiency must, particularly in time of war, be furnished or obtainable at brief intervals, and in the immediate vicinity of their cruising grounds. A prudent regard for our future interests and welfare would seem to dictate the expediency of securing some eligible locations for the purpose indicated.

REBEL CRUISERS.

Information reached the department in May that the iron-clad ram Stonewall, a formidable vessel built in France, had arrived in Havana. This vessel had been conditionally sold to Denmark, but not proving satisfactory to that government, she was purchased by the rebels. Some difficulty in procuring armament and a crew caused a temporary slight embarrassment in her movements, but she was soon met by the English steamer City of Richmond off the coast of France, and her armament, which was made in England, with supplies for a cruise and an English crew, were transferred to the Stonewall. She remained for a short time at Ferroll, where she was watched by the Niagara and Sacramento and leaving that place, she did not reach Havana until after the down-

fall of the rebel organization. Like other rebel cruisers which had plundered our commerce, the Stonewall was without a port.

Acting Rear-Admiral Godon, who had received orders to command on the Brazil station, and was on the point of sailing, was directed to proceed immediately, with a force hastily collected and placed under his command, in search of the Stonewall, which, it was understood, designed to appear on our coast. He sailed from Hampton roads on the 16th of May, and arrived off Havana on the 28th, having in his command the Susquehanna, Chippewa, Monticello, Fahkee, and two turreted vessels, the Monadnock and Canonicus. Shortly after his arrival, the Stonewall was delivered over to the Spanish authorities by her commander, and our government was advised that Spain would place her at the disposal of the United States. It being unnecessary for Acting Rear-Admiral Godon to remain longer on this special duty, he left Havana June 6th, returned to Hampton Roads on the 12th, and on the 21st proceeded, in pursuance to previous orders, to Brazil.

The English screw steamer Sea King, built in Glasgow in 1863, early attracted the attention of our officials in England as one of the class of rovers which, like the Alabama, Florida, and Georgia, was destined to prey on American commerce. But the English authorities professed to be incapable of detecting anything wrong in this vessel, and she finally sailed from London on the 8th of October, 1864, with clearance for Bombay. On the following day the steamer Laurel sailed from Liverpool with officers, men, and guns, and went to Madeira. The Sea King soon appeared off Madeira and signalled to the Laurel, when the two vessels went to a barren island in the vicinity, and on the 17th of October a transfer of officers, men, and guns took place; the name of the pirate was changed, and thenceforward became known as the Shenandoah. J. I. Waddell, a renegade American naval officer, assumed the command and proceeded at once on a piratical cruise.

An official communication of the 18th of October informed the department that the crew of the Sea King, as well as that of the Laurel, were all British subjects, that many of them belonged to the Royal Naval Reserve, and that some forty or fifty of the Alabama's men were among them.

Throughout the whole period of the rebellion these exhibitions of the manner in which the English authorities exercised neutrality were witnessed. On one occasion two persons secreted themselves on the U.S. steamer Tuscarora at Queenstown, with a view, it was suspected, of entering our service, and the British government was on that occasion greatly exercised lest some violation of neutrality or breach of the foreign enlistment act had taken place which would work harm to the rebels. A less anxious solicitude appears to have been entertained of breach of neutrality when whole crews were enlisted for the Shenandoah and other rebel piratical cruisers which sallied forth to plunder American commerce. Before leaving the Atlantic the Shenandoah succeeded in destroying several vessels, and was next heard of in Melbourne, Australia, where she was received and entertained with great hospitality and furnished with ample supplies and repairs for the long cruise upon which she was about to enter. On the 8th of February she is reported to have left Melbourne, and was next heard of in the

North Pacific ocean and the sea of Otrecht, where she attacked and captured twenty-nine unarmed whale-ships, of which twenty-five were destroyed and four were bonded. Although notified by some of his victims that the rebel armies had surrendered and that the rebellion was suppressed, Waddell gave no heed to the intelligence, but continued his work of destruction until four months after the fall of Richmond, when he was advised by an English vessel that Lee was on parole and Davis a prisoner.

The English government, in the exercise of all that neutral tenderness and care which it had manifested for the rebels from the beginning of the insurrection, when finally compelled to admit the extinguishment of the rebellion, made special reservation to protect the rebel piratical cruisers, and particularly the Shenandoah, which was an outlaw, without country or home other than England, after the prostration of the rebel organization. Warned by neutral England, whose subjects constituted almost her entire crew, that the organized insurrection was annihilated, the Shenandoah had no alternative but to seek again the shelter and protection of that neutral power where she was built, and from which she was armed and manned. Under the name of Sea King she had cleared and sailed as an English vessel, with an English flag and an English crew, and as late as February she stood on the books at the Register's office of British shipping in her original name, and in the name of her original owners. Such may have been the case when the pirate was warned that he had not the pretext of a rebel organization to soften his crime, and that he was an outlaw. Of all her captures not one was ever sent in for adjudication, and I am not aware that she ever entered the port of any country but England. It was fitting, therefore, that she should return for refuge to the country of her origin.

The Sea King, alias the Shenandoah, entered the Mersey on the 6th of November, and her pirate captain, in a formal letter to the English minister, surrendered the vessel to the English government.

ENLARGEMENT OF THE NAVY YARDS.

Our navy yards are, all of them, of limited area, and wholly insufficient for our present navy. Not one of them presents the full requisite conveniences and facilities for promptly fitting out in a rapid and efficient manner more than a single vessel at a time. Vessels which ought to be repaired in three months are often detained for a year, and officers ordered to their ships which should be ready for sea have been kept waiting for months, at great expense to themselves and to the country and to the injury of the service. There is not a public yard where an iron vessel can be constructed, an iron plate made, or where shafting can be forged, or steam machinery manufactured, except on a moderate scale; nor, with the exception of Mare Island, in California, and Norfolk, have we a navy yard with sufficient room to erect the necessary works for even present wants. England, besides her great public navy yards, with which ours can bear no comparison, possesses even several private establishments, in each of which there are more mechanical appliances than are possessed by our whole

country. Attention is invited to the interesting and instructive report of Chief Engineer J. W. King upon the dock yards of England and France, communicated to Congress at its last session.

Any future wars in which we may be involved must be of a maritime character, and unless we make in due season adequate preparations requiring no inconsiderable expenditure and time for their completion, the country will not escape mortification, and reverses, and serious disasters.

The most formidable iron-clads are those of the class of the "Passaconaway." The turrets of these vessels, which are fifteen inches in thickness, and the machinery, which is of a power to drive them eleven knots an hour, is plain and of moderate size, and yet they cannot be constructed and sent to sea in three years. So it is of all work out of that ordinary routine for which our establishments, public and private, are exclusively designed. The immediate, indispensable, and truly economical remedy for all this disadvantage is to enlarge the navy yards at Boston and New York, to complete the yard at Mare island, on the Pacific, rebuild those of Norfolk and Pensacola, and sell the present restricted grounds at Philadelphia after establishing a yard of sufficient capacity at League Island or some other proper location on the Delaware. With these extensions and improvements, and a proper establishment at some point upon the western waters, our naval position will be so strengthened as to constitute an additional safeguard against expense and perhaps war.

I have omitted any recommendation in regard to the yard at Kittery, because there are serious objections to it as a naval station, on account of its proximity to the ocean, which renders public property there insecure. Should, it however, be decided to improve the station as a public ship yard, the acquisition of Seavy's Island, as recommended by the chief of the Bureau of Yards and Docks, should be carried into effect. But the value of the island has been recently greatly enhanced and its acquisition rendered difficult in consequence of a road which passes through the yard, and a bridge connecting the island with the yard, which has been, in my opinion without due consideration, authorized by Congress. If the yard itself is not to be abandoned, the road and bridge should, in justice to the public interest, be discontinued, and Seavy's Island secured.

CONSTRUCTION OF NAVAL VESSELS.

At the beginning of the rebellion the department was without appropriate vessels for chase or blockade. Steamers of the Colorado class could enter no harbor south of Hampton Roads but Port Royal, and even those of the Hartford class could enter but few of the blockaded ports.

All the vessels constructed before the war possessed only moderate steam power, but had nearly full sailing qualities. Had the department expended its energies at the commencement in efforts to construct vessels of magnitude for war purposes, with machinery capable of making fifteen knots per hour, as has been earnestly urged, we could scarcely have completed one such vessel before the date of the fall of Wilmington. The department, without attempting impossibilities, directed its energies to accomplish what was practicable.

After procuring a supply of vessels for the blockade, by purchase and con-

struction, the next pressing want was an iron-clad or armored ship, capable of operating in our waters and going in all weathers from port to port. On a public appeal to the mechanical ingenuity of our countrymen, this want was supplied by the Monitor, a turreted vessel, which, as soon as completed, vindicated its capability, and the model thus projected has been adopted and extensively copied abroad. This class of vessels stands as the undoubted and acknowledged best defence of our shores against any naval armament at present in existence. Different types of turreted vessels—all of them improvements in some respects on the original model—have been constructed. Several of the light-draught vessels of this class, drawing but eight feet of water, completed since the adjournment of Congress, have gone from Boston and other points to Philadelphia and Hampton Roads; and one has made a voyage to Charleston, S. C., where she is stationed and performs with entire satisfaction all the duties required of her.

The double-enders, vessels originating in the peculiar necessities of this war—designed to run head or stern first—were intended for operations in the rivers, bayous, and inner waters that pervade our southern coast, where it was important to avoid the difficulty, delay, and risk of turning round in narrow channels or under fire.

When these arrangements had been made, and the vessels immediately required were well under way, so as not to be interfered with or delayed by additional work, the department commenced the construction of a superior class of steamers of size and power sufficient to insure high speed. The most forward of these vessels could not be at sea until 1866. The delays and embarrassments which have been experienced demonstrate the importance, if not absolute necessity, of enlarging our principal yards and the need of a suitable establishment for the construction of engines and heavy iron-work, such as the department for three years has steadily urged upon the consideration of Congress.

FACILITIES FOR REPAIRING NAVAL VESSELS.

The naval expenditures, which have been moderate for the work performed, are larger than they would otherwise have been, in consequence of the insufficient means and limited area of the several navy yards. Without further provision in these respects the government must always depend, in a great degree, on private establishments for much of its work. This is not objectionable, perhaps, in the construction of new hulls and engines. The experience of the last four years has taught us the value and importance of efficient and reliable private establishments to aid the government in a great emergency. The promptness and energy exhibited at some of these establishments have been wonderful and of invaluable service. Until summoned to assist the government in the great struggle that was upon us, the ability, power, and resources of these private establishments were not known nor appreciated. They generally responded with zeal and vigor to the calls of the department, and their ability will, in all future wars, give reliable strength to the country.

In constructing new vessels and machinery, the government can always have the benefit of wholesome competition at private establishments. In making its contracts for new vessels and supervising their execution, the department will be

able to protect itself, but that cannot be the case as regards the constant and often extensive repairs required on vessels which have been in service. These cannot be made by contract, and opportunities for fraud and imposition in making repairs are so great that too many yield to them. Work is often slighted and imperfectly executed; disastrous delays intervene; sometimes the job will be skilfully nursed by more extended and elaborate repairs than are necessary. The charge for materials and labor must of course be, to a considerable extent, at the discretion of those who make the repairs, and it is not surprising, perhaps, that they have frequently been exorbitant, notwithstanding all the vigilance and efforts that were exercised to protect the government.

True economy would be promoted were the government to have the necessary workshops and machinery to execute its own repairs in all cases. Almost all of the machinery and engines for the navy have been constructed at private establishments, and they must continue to be so constructed until the government shall conclude to change its policy. In the manufacture of heavy shafting and machinery for our naval vessels, which are to cruise for months, and often for years abroad, it is important that we should have the most substantial workmanship and the best materials, so that the government can safely rely on the strength and durability of its naval representatives, however remote from the country, and the officers and crews should be enabled to feel a sense of security, so far as human skill can impart it, in the floating homes which the government may provide.

A failure in the motive power of a steamer when on a cruise or far removed from establishments where the necessary repairs can be made, is a calamity against which every precaution should be taken.

LAYING UP OF THE IRON-CLADS.

The iron-clad vessels, so formidable in war, but unsuited for active service in peace, have been laid up, ready to be brought forward at any time for active duty should circumstances require. No provision having been made by Congress for a suitable dock-yard or station in fresh water, where alone iron vessels can remain and be preserved, and there being neither room nor accommodations for them at any of our present contracted yards, the department was under the necessity, until Congress shall make provision, of selecting a suitable place for the purpose. Fresh water being an indispensable requisite for the preservation of this class of vessels, and an interior location from the sea-board being almost equally indispensable for the purpose of safety, I had no hesitation in selecting League Island as possessing these advantages in an eminent degree. The board of naval and scientific gentlemen appointed in 1862, in pursuance of an act of Congress passed on the suggestion of the department, to select a site for a navy yard for iron purposes, while entertaining differing opinions as to the most eligible location for a navy yard for general objects, were united in favor of League Island "so far as iron vessels are concerned." There is probably no site to be found in the country presenting so many circumstances in its favor for laying up our iron-clad fleet. Removed from the coast, and with fresh water, League

Island combines the advantages of both security and preservation—indispensable requisites for vessels of this description.

Had Congress, three years since, authorized the removal of the navy yard from its present contracted and wholly insufficient limits in Philadelphia to League Island, as recommended by the department, other important economic advantages would have been attained. I cannot omit the opportunity of again advising the substitution of that site for the present circumscribed yard at Philadelphia, and securing this location, provided it can be obtained, for the government. It must be borne in mind that, should Congress neglect to obtain it, the government will be liable, at any moment, to be dispossessed, and compelled to remove its iron-clad fleet.

On the Mississippi river, where there is as yet no public navy yard, the station at Mound City is retained, and the iron-clads belonging to the Mississippi squadron have there their headquarters. Several vessels of this class which were built at St. Louis and attached to the West Gulf squadron, where they rendered good service, particularly in the bay of Mobile, have been laid up at Algiers, opposite New Orleans.

In this connexion, I would respectfully invite attention to the report of the commission appointed under the joint resolution of Congress in June, 1864, to "select the most suitable site for a navy yard or naval station on the Mississippi river, or upon one of its tributaries." Without intending to indicate any preference as to location, it is not to be doubted that in future wars the vessels, particularly those of iron, and the machinery and armature of our steamers, will, to some extent, be constructed in the valley of the Mississippi, where the material is so abundant. The experience of the past few years has demonstrated the capabilities of that section in producing naval vessels and machinery with rapidity.

The true policy of the government with regard to our naval force in time of peace will be to keep our iron-clads laid up in fresh water, in perfect fighting order. Our largest steamships should remain in ordinary, distributed among the principal commercial cities, while there should be a force afloat sufficient to visit annually, if necessary, every navigable port on the globe where our trade exists.

HEALTHINESS OF IRON-CLADS.

Some interesting and extraordinary facts and statistics concerning the comparative healthiness of iron-clads and wooden vessels are given in the report of the chief of the Bureau of Medicine and Surgery. The monitor class of vessels, it is well known, have but a few inches of their hulls above the water-line, and in a heavy sea are entirely submerged. It has been doubted whether, under such circumstances, it would be possible long to preserve the health of the men on board, and consequently to maintain the fighting material in a condition for effective service. It is gratifying, therefore, to know that an examination of the sick reports, covering a period of over thirty months, shows that so far from being unhealthy, there was less sickness on board the monitor vessels than on

the same number of wooden ships with an equal number of men, and in similarly exposed positions. The exemption from sickness upon the iron-clads in some instances is remarkable. There were on board the Saugus, from November 25, 1864, to April 1, 1865, a period of over four months, but four cases of sickness, (excluding accidental injuries,) and of these, two were diseases with which the patients had suffered for years. On the Montauk, for a period of one hundred and sixty-five days prior to the 29th of May, 1865, there was but one case of disease on board. Other vessels exhibit equally remarkable results, and the conclusion is reached that no wooden vessels in any squadron throughout the world can show an equal immunity from disease. The facts and tables presented are worthy of careful study.

THE NAVAL ACADEMY.

The number of midshipmen at the Naval Academy is four hundred and fifty one. The present method of selecting candidates is, in many respects, objectionable. Of the enlisted boys, those who from choice betake themselves to the seas, and are nurtured in the navy, only *three* are permitted annually to go to the academy. Few of the multitude of boys who have inclination and aptitude for the naval service can obtain the important advantage of a public education. Of those who annually present themselves under the present system, one-fifth fail to pass a satisfactory physical or mental examination. The same defects are more strikingly developed after admission. Nearly thirty-three per cent. fail the first year, and finally only about twenty-five per cent. of those who enter the academy graduate. In consequence of this state of things, the great wants of the service in the junior grades of officers have been poorly supplied, for the academy has only graduated a class averaging yearly about twenty-five members. A large portion of the money appropriated for a naval education is thus wasted chiefly in consequence of the defective system of selecting the candidates.

The board of visitors in 1864 instituted some searching inquiries to ascertain whether the requirements for entering the academy were of too rigid a character, and became fully convinced that the failures were not attributable to that cause, but that many of the boys had neither the mental nor physical qualities to fit them for the naval service.

Competitive examination in each of the congressional districts, which shall be open to all boys, under proper regulations, has been suggested as a remedy. Such examination would probably establish the mental proficiency of the candidate, which, however, might be the result of premature development. The less accomplished scholar, whose powers may not be fully developed, might nevertheless, possess a mental and physical organization better adapted to the service, which would make him a more eligible pupil and a better naval officer.

The government should have in training for its naval officers boys of good mental capacity and the best physical development. These are not obtained under the present system. I have elsewhere suggested the expediency of appointing one-half of the midshipmen from the enlisted apprentices, and the re-

mainder from congressional districts, the selection to be made from those who possess both the physical and mental qualities that fit them for the position.

In dispensing with vessels propelled wholly by sails from the list of regular men-of-war, it has become necessary to instruct the future naval officer in the principles and practice of steam-enginery. A separate department, having this object in view, has been established at the Naval Academy, under the management and direction of Chief Engineer Wm. W. W. Wood, assisted by eight others, who are charged with the duty of teaching the midshipmen, not only the theory of the steam-engine, but, as indicated in my last report, its actual manipulation. Sufficient experiments and progress have already been made in running the engines of the vessels attached to the academy by the midshipmen to warrant the department to persevere in its purpose of perfecting the education of the future line officers, by making them competent, in addition to their other acquirements, to manage and work the engine.

The management of a man-of-war in a gale, on a lee shore, in a narrow harbor or the splendid manœuvres of battle by sailing vessels, have hitherto been the highest and proudest duties of a thorough naval officer. The skilful disposition of the sails, which was the result of the best training of the old school, is no longer necessary, except as auxiliary to the new motive power which modern invention and science have introduced. The naval vessel is no longer dependent on the winds, nor is she at the mercy of currents; but the motive power which propels and controls her movements is subject to the mind and will of her commander, provided he is master of his profession in the future, as he has been in the past. To retain the prominence which skill and education gave him when seamanship was the most important accomplishment, the line officer must be qualified to guide and direct this new element or power. Unless he has these qualities, he will be dependent on the knowledge and skill of him who manipulates and directs the engine. To confine himself to seamanship, without the ability to manage the steam-engine, will result in his taking a secondary position, as compared with that which the accomplished naval officer formerly occupied.

For the full development and accomplishment of an object which can no longer be considered a doubtful experiment, the active co-operation of naval officers is required. When this change is effected, engineers will become the designers and constructors of engines and other marine works, and the superintendents of the mechanical employment which a navy propelled by steam has developed and may require. They will constitute, in reality, a highly educated and scientific corps, and the line officers will have added to their duties the practical management of the engines.

LOCATION OF THE NAVAL ACADEMY.

The Naval Academy, which at the beginning of the rebellion was removed to Newport, Rhode Island, was, in conformity with the act of Congress, re-transferred to Annapolis in September last. Commodore Blake, who was superintendent in 1861, continued in charge of the school so long as it remained at Newport.

On the return of the school to Annapolis, Rear-Admiral Porter was appointed superintendent, and, under his immediate supervision, the academic buildings and grounds, which had been seriously impaired while occupied for military purposes, were repaired and made ready for the reception of the midshipmen and academic staff.

Many inconveniences attended the temporary sojourn at Newport; yet when the uncertain and unsettled state of affairs is taken into consideration, the selection of that place for the purpose required was perhaps fortunate

The academic grounds belonging to the government at Annapolis include only twenty-one acres, and are wholly insufficient for the school. Their situation in the heart of a city also subjects the youths to temptations, from which, at that period of life, it is desirable they should be removed. When the school was originally established at Fort Severn, the inconveniences and objections that now present themselves may not have been experienced; but, in the present and prospective condition of our naval power, the idea of permanently establishing a national institution of this character on these restricted grounds, where large expenditures must be made in public edifices and buildings and various improvements, cannot be seriously entertained by any who shall give the subject candid and deliberate consideration. There are over thirteen hundred acres connected with the Military Academy at West Point, and there should not be a less area for the Naval School.

In order that there may be suitable and appropriate accommodations at the academy, much is to be done and a large expenditure of money is to be made. The school was originally designed for one hundred and eighty midshipmen, with the necessary officers, professors, and instructors; but the number has been increased, until there are now authorized by law five hundred and sixty-six midshipmen, with a corresponding increase of the academic staff. There are but ninety-six rooms in the present quarters of the midshipmen, and each room is intended for two occupants. The buildings are defective in many respects, and were originally hastily and imperfectly constructed.

Commodore Blake, the late intelligent superintendent, in a carefully prepared statement, estimates the cost of the buildings and improvements which will be required at Annapolis, in order to make the institution acceptable and worthy of the country, at $800,000. I do not question that this amount, and even a much larger sum, must be ultimately appropriated for the academy; but it cannot be considered wise or expedient to make this investment within the narrow and confined area which the government possesses at Annapolis. No amount of money which Congress may expend in buildings and improvements at that location will be satisfactory, and at no distant day a different and better site will be procured. This should not be delayed. True economy and the best interests of the government prompt an immediate selection of the best position that can be obtained before any greater expense shall have been incurred in large and costly edifices and other substantial improvements.

The importance of procuring at the beginning, and before making further outlay, the best attainable location for the academy, is worthy the serious attention of Congress.

There are several places on the shores of Chesapeake Bay where ample grounds can be procured at moderate rates—places which combine all the required advantages, and which are relieved from the serious and insurmountable difficulties which attach to the present location. The government can there possess itself of ample area, not only for permanent structures, but for such other arrangements as a national naval accademy may require, which will be alike creditable and useful to the country, an honor to the government, and as endurable as the Union itself. Instead of expending more money in attempts to improve the limited grounds now occupied, I would recommend a new site, one that shall embrace, if possible, an area of at least two thousand acres, which shall not be in the immediate neighborhood of any city, with its temptations, which shall have the requisites of healthfulness, accessibility, ample water front, and space for managing vessels and fleets of boats—good anchorage, with sufficient depth of water, and such proximity to the ocean as circumstances permit, yet inside the lines of permanent defence.

The views of Congress and of the country indicate, wisely in my opinion, a preference for this latitude, where a winter climate will allow out-door exercise on board school-ships aloft, boat-sailing, manœuvring vessels, and other nautical instruction, as a proper location for a naval academy. Some necessary preliminary inquiries have already been instituted with a view of ascertaining the most eligible locations on the Chesapeake, the result of which is that there are several sites which are in all essential respects preferable to that of Annapolis, and where ample grounds can be procured. I would therefore recommend that the department be authorized to secure as soon as possible the refusal, at a reasonable price, of one or more eligible sites for a naval academy, embracing an area of not less than two thousand acres.

PAY IN NAVY YARDS.

In order to regulate the pay of workmen in the public service, always a difficult matter of adjustment, the laws of December 21, 1861, and of July 16, 1862, were enacted, directing that "the hours of labor and the rate of wages of the employés in the navy yards shall conform, as nearly as is consistent with the public interest, with those of private establishments in the immediate vicinity of the respective yards, to be determined by the commandants of the navy yards, subject to the approval and revision of the Secretary of the Navy."

The operation of the rule thus sought to be established has been satisfactory neither to the men employed nor to the government, but, on the contrary, an unceasing source of disturbance and discontent. Committees have been appointed bi-monthly at each of the yards to ascertain the rates of wages paid to similar classes of workmen in private establishments, but it has been found difficult to obtain reliable data on this subject. Some parties decline to furnish the information sought, while others give imperfect statements. When, after inquiry and investigation, a scale is adopted, having in view the interests and rights of both the government and the laborers, there is dissatisfaction, especially if in the fluctuation of the currency, or of supply and demand, there has been a reduc-

tion, and the workmen, by visiting the different private establishments, are enabled to procure from some of them certificates that higher wages are paid in some instances than the rates adopted at the yard. These certificates do not state the number or proportion of men employed at these high rates, or whether these prices are paid to all of that class in such establishment. If, on inquiry, it is ascertained that only one or two men of unusual capability receive these high prices, and that those authorized by the government are fair average rates, the explanation fails to give satisfaction, for the evidence is produced that higher wages than those on the government scale are paid in private establishments in the vicinity. The impression that there is some unfairness is engendered, complaints and strikes follow or are threatened, vigilant officers who are faithful to the government become obnoxious, and discontent prevails. I would therefore, recommend that the acts referred to be repealed.

NAVY YARD ABUSES, ETC.

The lessons of experience will have been lost as regards the labor employed in the construction of our public ships, and the teachings of this war in a great measure thrown away, should we fail to make thorough and essential changes in the organization and management of our navy yards. There has been undoubtedly a defective administration of the yards, and a want of proper responsibility pervades the whole system. Much that is wrong has its origin, without doubt, in the partisan character which has been fostered for years in those establishments where thousands of workmen are employed. Men are often pressed for positions in the navy yards, not so much for their mechanical skill, industry, and fidelity to the public service, as for supposed or anticipated partisan services in behalf of some active politician or party. Having obtained positions through such influences, the appointees themselves in the selection of workmen are governed by similar considerations. The navy yards by these means became crowded with political partisans, many of whom, I apprehend, were not skilful mechanics, to the detriment of the public interests. When elections approach, a system of assessments appears to have been applied, by which the workmen were taxed by irresponsible committee-men for alleged party purposes. Thus the supervising officers took upon themselves, or had imposed upon them, the duty of tax-gatherers for electioneering objects. I understand that the amounts thus collected in navy yards and elsewhere from government officers and workmen have been large. How the money thus collected was applied or disposed of is uncertain, for it was without accountability. This evil has been confined to no party. I have, on its being brought in an authentic form to my notice, issued, under your direction, orders to prevent these party assessments and collections in the navy yards. I have also introduced other regulations intended to check existing abuses. Whether legal prohibitions ought not to be instituted to prevent an evil so demoralizing and baneful is submitted for consideration.

A very considerable reduction of the number of master-workmen has been made, and changes have been introduced in regard to others which will, I am confident, have a salutary influence. Hereafter the several candidates for the

position of master will be examined, and the appointments made without regard to locality.

Some improvements in the system of accounts have also been introduced, and will be still further extended.

NAVY AGENTS.

The system of supplying the navy yards under what is called "open purchase" by navy agents has been discontinued, and paymasters have been ordered hereafter to make these purchases. The office of navy agent was superfluous, and had become worse than useless The system of purchasing on a percentage, limited in the amount which the agent should receive, led to corruption and abuse, which enriched those who chose to participate in such practices, demoralized those who held the office of navy agent, tended to corrupt the subordinates in the navy yards and those who furnished articles under these purchases, discouraged and drove away honest dealers, and finally led to attempts to cover the tracks of guilt by technicalities of law, which may perhaps arrest the arm of justice, but cannot suppress the righteous judgment of an honest public opinion.

To open to the light abuses sanctioned by time, and concealed and protected by those who have profited and obtained wealth and influence through hidden mal-practices, is often a difficult as well as an ungracious task; but no officer who faithfully discharges his duty can be aware of misdemeanors or crimes of this character, and fail to expose or not strive to correct them.

The most efficient remedy for this state of things within the power of the department has been applied in the transfer of the few remaining agencies to paymasters who receive no percentage but perform their duties under the responsibility of their commissions, and may be subjected to court-martial for delinquency, or summarily removed to other duty when the public interest may require it.

MILITARY AND NAVAL ASYLUM.

The act of March 3, 1865, "to incorporate a national military and naval asylum for the relief of the totally disabled officers and men of the volunteer forces of the United States," should it ever go into effect, will be likely to operate injuriously to the naval service. It is not desirable that a military and naval asylum should be blended in one establishment. The tastes, pursuits, characteristics, and habits of the sailor and the soldier are so dissimilar that they will scarcely be made to harmonize, especially when age and infirmity are upon them. The experience and practice of all governments admonish us that the asylums or homes for these two classes should be separate and distinct. The soldier would be satisfied with a location in the interior, but the sailor would wish to spend his declining years in view of the ocean and on its shores.

It would be better that the army and navy should each have its own asylum, and it is respectfully recommended that whatever funds may remain in the treasury from fines or other causes specified in the fifth section of the act referred

to, shall be set apart, not for one asylum, but for the two branches of the service I would recommend that all fines, forfeitures, &c., derived from naval officers or seamen may inure to the benefit of the men of the navy, irrespective of the asylum indicated in the act of last March, which is more appropriately adapted to the army.

HOME FOR SAILORS.

At a period when the hearts of the people are filled with gratitude to our sailors for the services which they have rendered, the opportunity is fitting to propose, not only further provision for the disabled of the past, but also to provide against the casualties of the future. A home for sailors exclusively, with arrangements for such of them as have families, would, if practicable, be most satisfactory, doubtless, to this deserving, loyal, and heroic class.

If Congress shall sanction the removal of the Naval Academy to some more ample and suitable location, the grounds and buildings at Annapolis could, with but slight additional expense, be converted into a home for the sailors. For health, salubrity of climate, and vicinity to the water, the location is all that could be desired for such a purpose. Whilst this measure would provide for those who may be disabled in the line of their duty, the Naval Asylum at Philadelphia will continue to receive the aged and infirm who, through a long and faithful career, have earned a title to the home which receives them.

EDUCATING SEAMEN.

The man-of-war's man of the present day has all the noble and generous qualities of the sailor of former times, and has neither deteriorated in courage, in ability, or skill in handling his guns, nor in devotion to his flag. He is not the seaman he was before the introduction of steam, but his qualities are of as high an order; and since the lash and intoxicating drinks have been expelled from the service, the morale and discipline of the man-of-war of these days is an improvement on the past.

In order that the progress of the age may enlighten the path of the sailor, it is important that a thorough system of enlisting and instructing apprentices should be put in operation. The government desires to obtain a sufficient number of the best boys in the country for apprentices, and to effect this the service must be made attractive. The assurance that a certain number of apprentices who are most capable and most deserving will be promoted annually would be found a strong incentive and inducement. Parents will be disposed to place only unmanageable boys in a service which subjects them to the life of a sailor and holds out no prospect of promotion. We shall struggle in vain to elevate or greatly ameliorate the future of the sailor, so long as the enlisted person is proscribed from advancement, and denied all hope of ever becoming a commissioned officer in the navy.

There are now by law two appointments of midshipmen at the Naval Academy from each congressional district. It is recommended that hereafter there shall be but one appointed under the present system from each district, and that the

other shall be taken from among the naval apprentices who have served two years on board of a practice ship. The records of the two years' service will show which of the naval apprentices are most proficient, and the most deserving will have earned the privilege of being transferred to the Naval Academy, to be educated at the public expense for the higher duties of the profession.

The youths thus selected will be the most meritorious among several thousand, and a few years' experience will determine whether those thus selected are superior or inferior to those appointed from the districts under the present system.

The fact that the higher grades in the navy will be open to enlisted boys under a system which will elevate the most worthy to be commissioned or warrant officers, will attract to the navy an abundance of the best boys who have aptitude for sea service.

This system will do away with improper favoritism which tends to demoralization, and recognizes the right of the enlisted apprentice to reach the highest honor, provided he proves himself worthy.

PROPERTY CAPTURED AND DESTROYED.

Naval men, while animated with the noblest feelings of patriotism, and ready to sacrifice their lives for their country whose integrity was imperilled, were impressed at first with the conviction that to them, professionally, the war would offer but limited opportunity, for the rebels were not a commercial people, nor addicted to maritime pursuits. No naval conflicts were anticipated, and it was supposed very few captures would be made, but the efforts of the insurgents, cut off from foreign supplies, and the attempts of unscrupulous foreign adventurers to violate the blockade, have rewarded naval vigilance and fidelity with a large number of prizes, many of them of great value. It is a gratifying circumstance that these prize captures have inured to the benefit of the naval service instead of privateers—differing in this respect from previous wars.

The number of vessels captured and sent to the courts for adjudication from May 1, 1861, to the close of the rebellion, is one thousand one hundred and fifty-one, of which there were: steamers, 210; schooners, 569; sloops, 139; ships, 13; brigs and brigantines, 29; barks, 25; yachts, 2; small boats, 139; rebel rams and iron-clads, 6; rebel gunboats, torpedo boats, and armed schooners and sloops, 10; class unknown, 7—making a total of 1,149. The numbers of vessels burned, wrecked, sunk, and otherwise destroyed during the same time were: steamers, 85; schooners, 114; sloops, 32; ships, 2; brigs, 2; barks, 4; small boats, 96; rebel rams, 5; rebel iron-clads, 4; rebel gunboats, torpedo boats, and armed schooners and sloops, 11; total, 355—making the whole number of vessels captured and destroyed 1,504. During the war of 1812 the naval vessels, of which there were 301 in service at the close, made but 291 captures. There were 517 commissioned privateers, and their captures numbered 1,428. That war was with a nation having the greatest commerce on the globe. During the recent war we have had no privateers afloat, and the rebels had but a limited commerce from which the prizes of the navy could be

made. Nearly all the captures of value were vessels built in so-called neutral ports, and fitted out and freighted in the ports of a government with which we had treaties and were on friendly terms, which had publicly pledged itself to a strict neutrality, and manifested its sincerity, so far as we were concerned, by withdrawing hospitality to our national vessels.

The gross proceeds of property captured since the blockade was instituted, and condemned as prize prior to the first of November, amounts to $21,829,543 96 ; costs and expenses, $1,616,223 96 ; net proceeds for distribution, $20,501,927 69 There are a number of important cases still before the courts, which will largely increase these amounts.

The value of the 1,149 captured vessels will not be less than twenty-four million five hundred thousand dollars, and of the 355 vessels destroyed at least seven millions of dollars, making a total valuation of not less than thirty-one million five hundred thousand dollars, much of which was British property, engaged in un-neutral commerce and so justly captured and condemned.

NAVAL PENSION FUND.

The naval pension fund, at the present time, amounts to nine million of dollars, to which another million of dollars, at least, will be added on the first of January next. There was received in July last, as interest, in currency, the sum of $292,783 59. This fund is wholly derived from the government's share in the proceeds of captured and condemned prize property ; most of it was foreign capital, embarked in foreign bottoms to aid the insurgents. The income from this source will, if rightly husbanded, be ample to meet the requirements of the government for the payment of naval pensions, without any tax upon the people.

PENSIONS.

On the 1st of November, 1865, the navy pension roll was as follows:

931 invalids, with annual pensions amounting to.....	$68, 587 50
1,096 widows and orphans, annually receiving.....	179, 942 00
2,027 persons, receiving a total amount of.....	248, 529 50

Being an increase during the year of 418 persons, receiving pensions amounting to $58,870 40.

I again call attention to an unjust discrimination againt pensioners who have lost both hands or feet, or both eyes, in the naval service. The act of July 4th, 1864, gives increased pensions where such injuries accrue to those in the military service; but as the law is construed not to include persons in the naval service, it is believed that its operation is not what was intended by Congress. There are also several grades of naval officers for whom no provision is made, and it is suggested that the pension act should be revised with a view to include them

INCREASE OF SALARIES.

The present compensation of our naval officers is insufficient for their support and for those necessary expenses which they are compelled to incur. Only a small portion of the life of a naval officer is spent at home with his family, and not an inconsiderable part of it is passed abroad on foreign stations, where, when in command, he is under the necessity of exercising a liberal hospitality in the interchange of those courtesies which promote friendly feelings and give character to the service and the country.

While giving their time and thoughts, and, if required, their lives to their country, these gallant men should not be harrassed with apprehensions that their families are suffering and in want, in consequence of the limited pay which is granted them by their government. The enhanced prices of the necessaries of life, which are felt by all who are dependent on salaries or a fixed income, have been painfully severe on our naval officers. Their case appeals with force to Congress, and, though always averse to unnecessary and unwise public expenditures, I have felt it my duty to present it for favorable considaration.

In this connexion, I deem it proper also to renew the suggestions made in my last annual report, that, for the reasons then stated, and which still exist, the interest of the government and the country require that a more liberal remuneration should be paid to those who are charged with the arduous and important clerical duties of this department. Their salaries at present do not correspond with those paid for similar services in private establishments, and are not sufficient to secure the right class of men for this work without entailing upon them sacrifices which they ought not to be required to make.

EXPENSES AND ESTIMATES.

The policy of the department has been to prosecute the war with energy and vigor, and to avoid at all times needless expenditure. In pursuance of this policy, as soon as the war approached its termination, prompt and efficient measures were adopted for reducing the navy and the naval expenses. The results of these efforts are of a character which will be gratifying to the country, as they are to this department.

The available resources for the fiscal year ending June 30, 1865, were	$140,091,125 99
Expenditures during the same time	116,781,675 95
	23,309,450 04
Appropriations not wanted and carried to surplus fund	900,459 39
Leaving a balance at the commencement of the present fiscal year of	22,408,990 65
The appropriations for the current year are	119,882,928 75
Making the total available resources from appropriations for the fiscal year ending June 30, 1866	$142,291,919 40

This is exclusive of what has been and may be derived from the sale of vessels and other property which the close of the war has enabled the department to dispose of.

The whole of this large amount will not be needed for disbursement during the year, and several of the bureaus will have balances sufficiently large to cover their expenditures for the succeeding fiscal year. The estimates for the year ending June 30, 1867, are as follows:

Pay of the navy	$9,336,638 00
Bounties to discharged seamen	800,000 00
Equipment of vessels	1,000,000 00
Navy yards, pay of superintendents, &c	7,185,536 00
Navigation, Naval Academy, Observatory, &c	436,779 00
Surgeons' necessaries and hospitals	265,750 00
Marine corps	1,757,754 50
Contingent and miscellaneous	3,200,000 00
Total	23,982,457 50

This amount includes the sum of $5,500,000 for the erection of barracks for the accommodation of seamen now quartered on board receiving-ships; for the erection of additional dwelling-houses for officers in the several navy yards, the purchase of land and other improvements of a permanent character.

The total expenses of this department from the 4th of March, 1861, to the 30th of June, 1865, embracing a period of four years and four months, and covering not only the ordinary expenses of the navy, but such as have arisen in the purchase, construction, and equipment of vessels and in the maintenance of the large naval force required during the war, were $314,170,960 68—an average annual expenditure of $72,500,990 93. It is gratifying to note that the expenses of this department since the commencement of the war have been but nine and three-tenths per cent. of the expenditures of the government during the same time.

THE BUREAUS.

During the past year two of the chiefs of the bureaus connected with this department have died: Captain Percival Drayton, chief of the Bureau of Navigation, an accomplished and patriotic officer, who has been succeeded by Captain Thornton A. Jenkins; and Surgeon William Whelan, chief of the Bureau of Medicine and Surgery, whose scientific attainments were widely known and appreciated, who has been succeeded by Surgeon P. J. Horwitz.

You are respectfully referred to the reports of the several chiefs of bureaus, herewith transmitted, for the operations in detail of their respective departments. I can only allude to some of the principal topics suggested.

The chief of the Bureau of Yards and Docks, calls attention to the necessity for increased accommodations at the navy yards. Additions to their water-fronts, docks, store houses, &c., are required to meet the demands of the service. In connexion with the Kittery yard, the purchase of Seavy's Island is recommended. At

the Charlestown yard the purchase of an adjoining wharf and water privilege is advised. In connexion with the Brooklyn yard, adjoining ground and water-front, known as the Ruggles property, is urgently needed, and an arrangement has been made under which it can be purchased. The Philadelphia yard has recently been extended, but is wholly insufficient. The Norfolk and Pensacola yards will require large appropriations to place them in a state of efficiency. Works for the increased manufacture of steam machinery are advised, and estimates are submitted for the erection in the yards of houses for the officers and barracks for the seamen now quartered on board receiving ships. A repeal of the law respecting the wages of workmen in navy yards is recommended.

The chief of the Bureau of Construction and Repair states that there are forty-one vessels intended for the permanent navy in various stages of completion, none of which have been launched. The supply of seasoned ship-timber in the navy yards is exhausted, and it is found difficult to procure some of the requisite pieces for the vessels in process of construction. It is recommended that a surplus of timber be now placed in the yards, with a view to its accumulating and being thoroughly seasoned, to meet any emergency that may hereafter arise, and also that arrangements be made at some suitable place for the construction of iron vessels.

The report of the chief of the Bureau of Equipment and Recruiting states that the fuel account of the navy for the past two years is $11,452,155. Three coal vessels have been captured by the rebels, and twenty-one coal vessels have, during the past two years, been either lost or destroyed. In view of increasing foreign squadrons, arrangements have been made and are being extended for coal depots abroad. The ropewalk has, during the last year, manufactured 2,204 tons of hemp into cordage. The propriety of establishing a manufactory of wire rope is suggested. The number of seamen enlisted in the navy from the 4th of March, 1861, to the 1st of May, 1865, was 118,044.

The chief of the Bureau of Steam Engineering gives a detailed statement of the number, condition, and progress of the engines now under contract. A board of civilian experts, under the direction of the department, are making experiments to test the relative efficiency of vertical and horizontal tubular boilers, the effect of different modes of managing fires, different rates of combustion, and all other matters entering into the practical and best methods of generating steam. Experiments are also being made to ascertain the relative economic efficiency of steam with different measures of expansion. The accommodations in the navy yards for the repair and construction of steam machinery are insufficient for the wants of the service, and additional facilities are urgently required. The chief of the bureau recommends an increase of the pay and position of the chief engineer of the navy. It is not sufficient to induce first-class ability to remain in the service.

The report of the chief of the Bureau of Ordnance calls attention to the large quantities of ordnance and ordnance materials of all kinds which remain on hand, and, with the approval of the department, recommends a general survey at the several yards and stations, in order that the unserviceable stores may be separated from the serviceable, and disposed of as may be judged best for the

interests of the government. The suggestions made in previous reports for the construction of magazines in the interior, away from our large cities, for the establishment of a gunnery ship, and for a well-organized practice ground, are again presented and urged as measures of paramount necessity. It is also recommended to institute a course of experiments with torpedoes, and establish a corps of operators for future service; and in order to avail ourselves of the results obtained abroad in the manufacture of cannon and small-arms, and their use in naval warfare, that officers of the navy be detailed to visit Europe from time to time, and witness the experiments made at the foundries and arsenals. The results of the investigation made by a board of ordnance officers into the cause of the failure of the Parrott rifled guns during the naval bombardment of Fort Fisher are appended, and will be found highly interesting.

The chief of the Bureau of Navigation submits the usual reports of the Naval Observatory, Nautical Almanac, and the general administration of his department. Most of the nautical instruments, and many other articles of navigation supplies, turned in from vessels put out of commission since the close of the war, appear to be available for reissue with some repairs and adaptations. Allusion is made to the prospect, apparently improved, of yet being able to dispense with foreign bunting for American flags. The preparation of a "Danger Chart" of the Pacific ocean to facilitate navigation is in progress; and increased attention is recommended to the collection of hydrographic data in that important quarter, towards the construction of new charts and correcting old ones. And the importance of a hydrographic office in this connexion, under the direction of the bureau, is strongly urged as a means now wanting of authoritatively promulgating discoveries, &c., in any way affecting the interests of navigation.

The chief of the Bureau of Provisions and Clothing details the measures taken upon the close of the rebellion for promptly reducing the expenses of his department, by discontinuing the purchase of supplies, and the closing of the depots in different sections of the country. The system adopted by the department in supplying the various blockading squadrons during the war with fresh provisions gave great satisfaction to officers and men, and added largely to the sanitary condition of the fleets. To meet the demands of foreign service, store-vessels, which are preferred to storehouses on shore, have been sent to the various headquarters of the squadrons. An increase in the corps of regular paymasters is urgently recommended, and additional accommodations for supplies in connexion with, or near to, naval stations are needed.

The chief of the Bureau of Medicine and Surgery presents the usual tables showing the sanitary condition of the navy. The number of persons under treatment during the year ending 31st December last was 73,555, of whom 1,373 died, and 2,671 were on the sick-list at the close of the year. The total number of deaths from October 1, 1864, to September 30, 1865, was 1,750, being a percentage of about .002 to the whole number of persons in service. The percentage of deaths to the whole number of cases treated is .018, or less than two per cent. During the progress of the war 1,406 persons were killed, 1,638 wounded, and 176 reported missing, making the total number of casualties in the naval service 3,220. But seventy-one persons have availed them-

selves of the provision of the act of Congress providing artificial limbs. The increased cost of living renders the monthly tax of twenty cents upon the salaries of officers and men inadequate to the support of naval hospitals, and unless some other means are devised, an appropriation by Congress will be required to meet the necessary expenses. A new laboratory building, at a cost of $80,000 is recommedned.

The colonel commandant of the Marine Corps reports the order and discipline of the corps as alike creditable to officers and men. During the year the strength of the corps has not materially changed. Though now to a considerable extent employed in guard duty on shore, the greater part of the corps have during the year been actively engaged in the operations of the several squadrons bearing their part in the naval operations of the war.

CONCLUSION.

In former reports, rendering an account of the administration of this department since I entered upon its duties, it has given me pleasure to make known my obligations to the gentlemen who have been associated with me in the conduct of its business. Continued experience has deepened my sense of grateful obligation for their ability, faithfulness, and industry under circumstances which were often not only responsible but embarrassing, and I gladly avail myself of this opportunity to again express my acknowledgment for their support and assistance. In our arduous and vastly extended naval organization and action during the past four eventful years, and especially in the new forms of power which modern inventions have produced, and the new scenes of effort which this unparalleled war has called forth, in which they have been so severely tried and so triumphantly illustrated, an extraordinary opportunity has opened and an unexampled necessity has existed for an administration of the Navy Department at once judicious and efficient.

Under the pressure of such an exigency, I certainly do not claim, and cannot hope, to have always avoided mistakes; but I do sincerely trust that the brilliant and glorious naval record which shines along the line of momentous events during the whole of this period may be accepted as proof that the department has been faithfully devoted to its duties, and that through its counsels and care the force of our navy has, in the selection of officers to wield and work it, been generally and to a very fortunate extent confided to the best and fittest hands. In the conduct of our naval operations to put the right man in the right placehas been the constant effort of the department, and the recent history of the navy bears witness, I think, that the effort has not been unsuccessful nor fruitless. It is my pleasing duty to add that the number of highly meritorious officers, eminent in all the requirements and accomplishments of their profession, which our navy list presents, has not unfrequently embarrassed the department in its difficult task of selection.

As peace is being restored among us, the country now puts off the formidable naval armor which it had assumed to vindicate upon a mighty scale that supremacy of the national law which is the very life of our Union. In the details of

the policy and the measures by which our naval power is now brought down to the dimensions and distributed to the important operations of a peace establishment, the country will see with relief and gratitude a large and signal reduction of national expenditure. I need hardly say that this great object is kept constantly and carefully in view by this department.

Such alleviations of the public burdens is the plain dictate of a wise policy Yet true wisdom directs that this policy of retrenchment in the naval branch of the public service must not be carried too far. It is still wise—the wisest—economy to cherish the navy, to husband its resources, to invite new supplies of youthful courage and skill to its service, to be amply supplied with all needful facilities and preparations for efficiency, and thus to hold within prompt and easy reach its vast and salutary power for the national defence and self-vindication.

Let the government still extend in judicious and moderate measure this fos tering care to its navy, and whenever the crisis shall arrive that our national rights or interests are imperilled, we may be assured that the navy will again vindicate the claim which it has already so signally established, to the admira tion and gratitude of the country.

GIDEON WELLES,
Secretary of the Navy.

The PRESIDENT.

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APPENDIX.

REPORTS OF OFFICERS.

NORTH ATLANTIC SQUADRON.

FIRST ATTACK UPON FORT FISHER.

Appointment of Rear-Admiral D. G. Farragut to command.

NAVY DEPARTMENT, *Washington, September* 5, 1864.

SIR: It has been the endeavor of the Navy Department, since the winter of 1862, to get the consent of the War Department to a joint attack upon the defences of Cape Fear river, but they have decided that no troops could be spared for the operation. Lieutenant General Grant has recently given the subject his attention, and thinks an army force can be spared, and ready to move, by the first day of October. Upon consultation, he is of the opinion that the best results will follow the landing of a large force, under the guns of the navy, on the open beach north of New inlet, to take possession and intrench across to Cape Fear river, the navy to open such fire as is possible upon the works on Federal Point, in conjunction with the army, and, at the same time, such force as can run the batteries to do so, and thus isolate the rebels. At ordinary high water, the chart gives twelve feet on New Inlet bar, but Lieutenant Cushing, who has sounded it, says there is fourteen; this, however, requires verification. The double-enders and small screw gunboats are the only wooden vessels that can go in, and possibly the monitors of the Passaic class.

The lieutenant general considers that much of the success of this plan will depend on its secrecy; and it is agreed that most of the naval force shall assemble at Port Royal, and indications be thrown out that a naval attack is meditated upon Charleston.

You are selected to command the naval force, and you will endeavor to be at Port Royal by the latter part of September, where further orders will await you. Bring with you to the rendezvous at Port Royal all such vessels and officers as can be spared from the West Gulf squadron without impairing its necessary efficiency, and when you leave turn over the command of the squadron to the officer next in rank to yourself until the pleasure of the department shall be known.

I send you by this mail a sketch showing our present knowledge of the ground. Fort Fisher is a casemated work of sand. All the others are two and four gun batteries en barbette. There is one iron-clad finished in the river and in commission.

The Colorado, Wabash, Minnesota, New Ironsides, Susquehanna, Canandaigua, Juniata, about a dozen of the double-enders and screw gunboats, three or four monitors of the Passaic class, one light-draught monitor, one new double-turreted monitor built of wood at the Boston navy yard, and the whole of Acting Rear-Admiral Lee's squadron, besides such vessels as you may bring up from the Gulf, are at your disposal.

If the captured Tennessee is brought around to Port Royal, it will relieve a monitor there, and then she can be brought to Philadelphia and coppered and put in thorough repair.

The department will thank you to indicate your views and wishes in regard to the matter, and authorizes you to call for any or all of the naval force available at that time to the department. The operation is an important one as closing the last port of the rebels, and destroying their credit abroad, by preventing the exportation of cotton, as well as preventing the reception of munitions and supplies from abroad.

The whole subject is committed to your hands, so far as this department is concerned, in the confident expectation that success may attend our arms.

Very respectfully, your obedient servant,

GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral D. G. FARRAGUT,
Commanding W. G. B. Squadron, Mobile bay.

Rear-Admiral Farragut declines.—Appointment of Rear-Admiral D. D. Porter.

NAVY DEPARTMENT, *September* 22, 1864.

SIR: Rear-Admiral D. G. Farragut was assigned to the command of the North Atlantic squadron on the 5th instant, but the necessity of rest on the part of that distinguished officer renders it necessary that he should come immediately north. You will, therefore, on the receipt of this order, consider yourself as detached from the command of the Mississippi squadron, and you will turn over the command, temporarily, to Captain A. M. Pennock. As soon as the transfer can be made, proceed to Beaufort, N. C., and relieve Acting Rear-Admiral S. P. Lee in command of the North Atlantic Blockading squadron. Take with you your personal staff, and a number of officers, not exceeding five, may be transferred from the Mississippi to the North Atlantic Blockading squadron.

Very respectfully,

GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral D. D. PORTER,
Commanding Mississippi Squadron, Cairo, Illinois.

Letter to the President relative to delay of the land force.

NAVY DEPARTMENT, *October* 28, 1864.

SIR: You are aware that, owing to shoal water at the mouth of the Cape Fear river, a purely naval attack cannot be undertaken against Wilmington. Had there been water enough for our broadside ships of the Hartford class, the naval attacks of New Orleans, Mobile, and Port Royal would have been repeated there. I have, as you are aware, often pressed upon the War Department the importance of capturing Wilmington, and urged upon the military authorities the necessity of undertaking a joint operation against the defences of Cape Fear river, but until recently there never seems to have been a period when the department was in a condition to entertain the subject.

Two months ago it was arranged that an attack should be made on the 1st of October, but subsequently postponed to the 15th, and the naval force has been ready since the 15th instant, in accordance with that agreement. One hundred and fifty vessels-of-war now form the North Atlantic squadron.

The command, first offered to Rear-Admiral Farragut, but declined by him, has been given to Rear-Admiral Porter. Every other squadron has been depleted and vessels detached from other duty to strengthen this expedition. The vessels are concentrated at Hampton roads and Beaufort, where they remain—an immense force lying idle, awaiting the movements of the army. The detention of so many vessels from blockade and cruising duty is a most serious injury to the public service; and if the expedition cannot go forward for want of troops, I desire to be notified, so that the ships may be relieved and dispersed for other service.

The importance of closing Wilmington is so well understood by you that I refrain from presenting any new arguments. I am aware of the anxiety of yourself, and of the disposition of the War Department to render all the aid in its power. The cause of the delay is not from the want of a proper conception of the importance of the subject; but the season for naval coast operations will soon be gone. General Bragg has been sent from Richmond to Wilmington to prepare for the attack; and the autumn weather, so favorable for such an expedition, is fast passing away. The public expect this attack, and the country will be distressed if it be not made. To procrastinate much longer will be to peril its success. Of the obstacles which delay or prevent military co-operation at once I cannot judge; but the delay is becoming exceedingly embarrassing to this department, and the importance of having the military authorities impressed with the necessity of speedy action has prompted this communication to you.

I have the honor to be, &c.,

GIDEON WELLES.

The PRESIDENT.

ATTACK UPON FORT FISHER.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Wilmington, December 24, 1864.

SIR: I have the honor to inform you that I attacked the forts at the mouth of the Cape Fear river this morning at 12.30, and after getting the ships in position, silenced it in about an hour and a half, there being no troops here to take possession. I am merely firing at it now to keep up practice. The forts are nearly demolished, and as soon as troops come we can take possession; we have set them on fire; blown some of them up, and all that is wanted now is troops to land to go into them.

I suppose General Butler will be here in the morning. We have had very heavy gales here, which tugs, monitors, and all, rode out at their anchors. The transports have gone into Beaufort, North Carolina.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Rear-Admiral D. D. Porter.

FLAG-SHIP MALVERN,
Off New Inlet, North Carolina, December 26, 1864.

SIR: I have the honor to forward with this a somewhat detailed report of the two engagements with Fort Fisher and the surrounding works.

We attacked with the whole fleet on the 24th instant, and silenced every gun in a very short time.

On the 25th instant we again took up our position, within a mile of the fort, (the iron vessels within twelve hundred (1,200) yards) without a shot being fired at us; shelled it all day, with now and then a shot from the rebels, and stopped firing after sunset.

The army landed and re-embarked, considering it impracticable to assault the place.

I shall remain here and keep shelling the enemy's works on every occasion whenever the weather will permit.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
At sea, off New Inlet, North Carolina, December 26, 1864.

SIR: I was in hopes I should have been able to present to the nation Fort Fisher and surrounding works as a Christmas offering, but I am sorry to say it has not been taken yet.

I attacked it on the 24th instant with the Ironsides, Canonicus, Mahopac, Monadnock, Minnesota, Colorado, Mohican, Tuscarora, Wabash, Susquehanna, Brooklyn, Powhatan, Juniata, Seneca, Shenandoah, Pawtuxet, Ticonderoga, Mackinaw, Maumee, Yantic, Kansas, Iosco, Quaker City, Monticello, Rhode Island, Sassacus, Chippewa, Osceola, Tacony, Pontoosuc, Santiago de Cuba, Fort Jackson, and Vanderbilt, having a reserve of small vessels consisting of the Aries, Howquah, Wilderness, Cherokee, A. D. Vance, Anemone, Eolus, Gettysburg, Alabama, Keystone State, Banshee, Emma, Lillian, Tristram Shandy, Britannia, Governor Buckingham, and Nansemond.

Previous to making the attack a torpedo, on a large scale, with an amount of powder on board, supposed to be sufficient to explode the powder magazines of the fort, was prepared with great care, and placed under the command of Commander A. C. Rhind, who had associated with him on this perilous service Lieutenant S. W. Preston, Second Assistant Engineer, A. T. E. Mullan, of the United States steamer Agawam, and Acting Master's Mate Paul Boyden, and seven men. So much had been said and written about the terrible effects of gunpowder in an explosion that happened lately in England, that great results were expected from this novel mode of making war. Everything that ingenuity could devise was adopted to make the experiment a success.

The vessel was brought around from Norfolk with great care and without accident, in tow of the United States steamer Sassacus, Lieutenant Commander J. L. Davis, who directed his whole attention to the matter in hand, and though he experienced some bad weather and lost one of his rudders, he took her safely into Beaufort, where he filled her up with powder and perfected all the machinery for blowing her up. General Butler had arrived at the rendezvous before us, and I hastened matters all that I could so that no unnecessary delay might be laid to my charge.

On the 18th instant I sailed from Beaufort with all the monitors, New Ironsides, and small vessels, including the Louisiana, disguised as a blockade runner, for the rendezvous twenty miles east of New inlet, North Carolina, and found all the larger vessels and transports assembled there, the wind blowing light from the northeast. On the 20th a heavy gale set in from the southwest, and not being able to make a port without scattering all the vessels, I determined to ride it out, which I did, without any accident of any kind, except the loss of a few anchors, the monitors and all behaving beautifully.

Only two vessels went to sea to avoid the gale, and fared no better than those at anchor. The transports, being short of water, put into Beaufort, North Carolina, and were not suitable for riding out at anchor such heavy weather.

After the southwester the wind chopped around to the westward and gave us a beautiful spell of weather, which I could not afford to lose, and the transports with the troops not making their appearance, I determined to take advantage of it and attack Fort Fisher and its outworks.

On the 23d I directed Commander Rhind to proceed and explode the vessel right under the walls of Fort Fisher, Mr. Bradford, of the Coast Survey, having gone in at night and ascertained that we could place a vessel of seven feet draught right on the edge of the beach ; Lieutenant R. H. Lamson, commanding Gettysburg, volunteered to go in the Wilderness, Acting Master Henry Arey in command, and tow the Louisiana into position, having assisted in the gale in taking care of the Louisiana after she and the Nansemond (the vessel having her in tow) had lost all their anchors.

At half past ten p. m. the powder-vessel started in towards the bar and was towed by the Wilderness until the embrasures of Fort Fisher were plainly in sight. The Wilderness then cast off, and the Louisiana proceeded under steam until within two hundred yards from the beach and about four hundred from the fort.

Commander Rhind anchored her securely there and coolly went to work to make all his arrangements to blow her up. This he was enabled to do owing to a blockade runner going in right ahead of him, the forts making the blockade runner signals, which they also did to the Louisiana.

The gallant party, after coolly making all their arrangements for the explosion, left the vessel, the last thing they did being to set her on fire under the cabin. Then taking to their boats, they made their escape off to the Wilderness, lying close by. The Wilderness then put off shore with good speed, to avoid any ill effects that might happen from the explosion. At forty-five minutes past one of the morning of the 24th the explosion took place, and the shock was nothing like so severe as was expected. It shook the vessel some, and broke one or two glasses, but nothing more.

At daylight, on the 24th, the fleet got under way, and stood in, in line of battle. At 11.30 a. m. the signal was made to engage the forts, the Ironsides leading, and the Monadnock, Canonicus, and Mahopac following. The Irondsides took her position in the most beautiful and seamanlike manner, got her spring out, and opened deliberate fire on the fort, which was firing at her with all its guns, which did not seem numerous in the northeast face, though we counted what appeared to be seventeen guns ; but four or five of these were fired from that direction, and they were silenced almost as soon as the Ironsides opened her terrific battery.

The Minnesota then took her position in handsome style, and her guns, after getting the range, were fired with rapidity, while the Mohican, Colorado, and the large vessels marked on the plan, got to their stations, all firing to cover themselves while anchoring. By the time the last of the large vessels anchored and got their batteries into play, but one or two guns of the enemy were fired, this "*feu d'enfer*" driving them all to their bomb-proofs.

The small gunboats Kansas, Unadilla, Pequot, Seneca, Pontoosuc, Yantic, and Huron took positions to the northward and eastward of the monitors, and enfilading the works.

The Shenandoah, Ticonderoga, Mackinaw, Tacony, and Vanderbilt, took effective positions as marked on the chart, and added their fire to that already begun.

The Santiago de Cuba, Fort Jackson, Osceola, Chippewa, Sassacus, Rhode Island, Monticello, Quaker City, and Iosco dropped into position according

to order, and the battle became general. In one hour and fifteen minutes after the first shot was fired not a shot came from the fort. Two magazines had been blown up by our shells, and the fort set on fire in several places ; and such a torrent of missiles were falling into and bursting over it that it was impossible for anything human to stand it. Finding that the batteries were silenced completely, I directed the slips to keep up a moderate fire in hopes of attracting the attention of the transports and bringing them in. At sunset General Butler came in, in his flag-ship, with a few transports, (the rest not having arrived from Beaufort.)

Being too late to do anything more, I signalled the fleet to retire for the night for a safe anchorage, which they did without being molested by the enemy.

There were some mistakes made this day when the vessels went in to take position. My plan of battle being based on accurate calculation, and made from information to be relied on, was placed in the hands of each commander, and it seemed impossible to go astray if it was strictly followed.

I required those vessels that had not followed it closely to get under way and assume their proper positions, which was done promptly and without confusion. The vessels were placed somewhat nearer to the works and were able to throw in their shell, which were before falling into the waters

One or two leading vessels having made the mistake of anchoring too far off, caused those coming after them to commit a like error ; but when they all got into place, and commenced work in earnest, the shower of shell (115 per minute) was irresistible. So quickly were the enemy's guns silenced hat not an officer or man was injured. I regret, however, to have to report ome severe casualties by the bursting of 100-pounder Parrott cannon.

One burst on board the Ticonderoga, killing six of the crew, and wounding seven others. Another burst on board the Yantic, killing one officer and two men. Another on the Juniata, killing two officers, and wounding and killing ten others. Another on the Mackinaw, killing one officer, and wounding five others (men.) Another on the Quaker City, wounding, I believe, two or three.

The bursting of the guns (six in all) much disconcerted the crews of the vessels when the accident happened, and gave one and all a great distrust of the Parrott 100-pounders, and (as subsequent events proved) they were unfit for service, and calculated to kill more of our men than those of the enemy.

Some of the vessels were struck once or twice. The Mackinaw had her boiler perforated with a shell, and ten or twelve persons were badly scalded.

The Osceola was struck with a shell near her magazine, and was at one time in a sinking condition ; but her efficient commander stopped up the leak, while the Mackinaw fought out the battle, notwithstanding the damage she received. The Yantic was the only vessel that left the line to report damages.

Commander Jno. Guest, at the east end of the line, showed his usual intelligence in selecting his position and directing his fire. Twice his guns cut down the flagstaff on the Mound battery, and he silenced the guns there in a very short time, the Keystone State and Quaker City co-operating effectively.

Lieutenant Commander J. L. Davis, with both rudders disabled, got his vessel, the Sassacus, into close action, and assisted materially in silencing the works ; and the Santiago de Cuba and Fort Jackson took such positions as they could get, (owing to other vessels not forming proper lines and throwing them out of place,) and fought their guns well. The taking of a new position while under fire, by the Brooklyn and Colorado, was a beautiful sight, and when they got into place both ships delivered a fire that nothing could withstand.

The Brooklyn well sustained her proud name under her present commander, Captain James Alden ; and the Colorado gave evidence that her commander, Commodore H. K. Thatcher, fully understood the duties of his position. The Susquehanna was most effective in her fire, and was fortunate enough to obtain the right position, though much bothered by a vessel near her that had not found her right place.

The Mohican went into battle gallantly and fired rapidly and with effect, and when the Powhatan, Ticonderoga, and Shenandoah got into their positions they did good service. The Pawtuxet fell handsomely into line, and did good service with the rest, and the Vanderbilt took position near the Minnesota, and threw in a splendid fire. The firing of the monitors was excellent, and when their shells struck great damage was done, and the little gunboats that covered them kept up a fire sufficient to disconcert the enemy's aim.

The rebels fired no more after the vessels all opened on them, except a few shots from the mound and upper batteries, which the Iosco and consorts soon silenced.

Our men were at work at the guns five hours, and glad to get a little rest. They came out of action with rather a contempt for rebel batteries, and anxious to renew the battle in the morning.

On the 25th (Christmas) all the transports had arrived, and General Butler sent General Weitzel to see me and arrange the programme for the day. It was decided that we should attack the forts again, while the army landed and assaulted them, if possible, under our heavy fire.

I sent seventeen gunboats, under command of Captain O. S. Glisson, to cover the troops and assist with their boats in landing the soldiers. Finding the smaller vessels kept too far from the beach, which was quite bold, I sent in the Brooklyn to set them an example, which that vessel did, relying as every commander should, on the information I gave him in relation to the soundings. To this number were added all the small vessels that were covering the coast along ; and finally I sent some eight or nine vessels, that were acting under Commander Guest in endeavoring to find a way across the bar. This gave a hundred small boats to land the troops with. Besides those, the army was already provided with about twenty more.

At 7 a. m. on the 25th I made signal to get under way and form in line of battle, which was quickly done. The order to attack was given, and the Ironsides took position in her usual handsome style, the monitors following close after her. All the vessels followed according to order, and took position without a shot being fired at them, excepting a few shots fired at the four last vessels that got into line.

The firing this day was slow, only sufficient to amuse the enemy while the army landed, which they were doing five miles to the eastward of the fleet.

I suppose about three thousand men had landed, when I was notified they were re-embarking.

I could see our soldiers near the forts reconnoitring and sharpshooting, and was in hopes an assault was deemed practicable.

General Weitzel in person was making observations about six hundred yards off, and the troops were in and around the works. One gallant officer, whose name I do not know, went on the parapet and brought away the rebel flag we had knocked down. A soldier went into the works and led out a horse, killing the orderly mounted on him, and taking his despatches from the body. Another soldier fired his musket into the bomb-proof among the rebels, and eight or ten others who had ventured near the forts were wounded by our shells.

As the ammunition gave out the vessels retired from action, and the iron-clads and Minnesota, Colorado, and Susquehanna were ordered to open rapidly, which they did with such effect that it seemed to tear the works to pieces. We drew off at sunset, leaving the iron-clads to fire through the night, expecting the troops would attack in the morning, when we would commence again. I received word from General Weitzel informing me that it was impracticable to assault, and I herewith enclose a letter from General Butler assigning his reasons for withdrawing the troops. I also enclose my answer.

In the bombardment of the 25th the men were engaged firing slowly for seven hours. The rebels kept a couple of guns on the upper batteries firing on the vessels, hitting some of them several times without doing much damage. The Wabash and Powhatan being within their range, the object seemed mainly to disable them, but a rapid fire soon closed them up. Everything was coolly and systematically done throughout the day, and I witnessed some beautiful practice.

The army commenced landing about two o'clock, Captain Glisson, in the Santiago de Cuba, having shelled Flag Pond battery to insure a safe landing, and they commenced to re-embark about five o'clock, the weather coming on thick and rainy. About a brigade were left on the beach during the night, covered by the gunboats. As our troops landed, sixty-five rebel soldiers hoisted the white flag and delivered themselves up, and were taken prisoners by the seamen landing the troops, and conveyed to the Santiago de Cuba. Two hundred and eighteen more gave themselves up to the reconnoitring party, all being desirous to quit the war.

I don't pretend to put my opinion in opposition to that of General Weitzel, who is a thorough soldier and an able engineer, and whose business it is to know more of assaulting than I do ; but I can't help thinking that it was worth while to make the attempt after coming so far.

About 12 o'clock I sent in a detachment of double-enders, under Commander John Guest, to see if I could effect an entrance through the channel. The great number of wrecks in and about the bar has changed the whole formation, and where the original channel was we found a shallow bar.

I sent Lieutenant W. B. Cushing in to sound and buoy out a channel if he could find one, with orders to Commander Guest to drag for torpedoes and be ready to run in by the buoys when ordered. The examination was not at all satisfactory. A very narrow and crooked channel was partly made out and buoyed, but running so close to the upper forts that boats could not work there.

Lieutenant Cushing went in in his boat as far as Zeke's island, but his researches would not justify my attempting the passage with six double-enders, some of which had burst their rifled Parrott guns and injured many of their men.

As it was getting late, and the troops were making slow progress in landing, I withdrew the vessels and boats that were searching for the channel, and sent them to help land the troops, otherwise we might have succeeded in buoying it out, though it was a difficult thing for the boats to work under the fire of the upper batteries.

One boat belonging to the Tacony was sunk by a shell, and a man had his leg cut off. Still they stuck to their work until ordered to withdraw for other duty. In conclusion, allow me to draw your attention to the conduct of Commander Rhind and Lieutenant Preston. They engaged in the most perilous adventure that was, perhaps, ever undertaken, and though no material results have taken place from the effects of the explosion, that we know of, still it was not their fault.

As an incentive to others, I beg leave to recommend them for promotion ;

also, that of Lieutenant R. H. Lamson, who piloted them in and brought them off. No one in the squadron considered that their lives would be saved, and Commander Rhind and Lieutenant Preston had made an arrangement to sacrifice themselves in case the vessel was boarded—a thing likely to happen.

I enclose herewith the report of Commander Rhind, with the names of the gallant fellows who volunteered for this desperate service. Allow me also to mention the name of Mr. Bradford, of the Coast Survey, who went in and sounded out the place where the Louisiana was to go in, and has always patiently performed every duty that he has been called on to carry out.

My thanks are due to Lieutenant Commander K. R. Breese, fleet captain, for carrying about my orders to the fleet during the action, and for his general usefulness; to Lieutenant Commander H. A. Adams for his promptness in supplying the fleet with ammunition. Lieutenant M. W. Sanders, signal officer, whose whole time was occupied in making signals, performed his duty well; and my aids, Lieutenant S. W. Terry and Lieutenant S. W. Preston, afforded me valuable assistance.

I have not yet received a list of the casualties, but believe they are very few, from the enemy's guns. We had killed and wounded about forty-five persons by the bursting of the Parrott guns.

I beg leave to suggest that no more be introduced into the service.

There is only one kind of firing (at close quarters) that is effective, and that is from 9, 10, and 11-inch guns; they cannot be equalled.

Until further orders I shall go on and hammer away at the fort, hoping that in time the people in it will get tired and hand it over to us. It is a one-sided business altogether, and in the course of time we must dismount their guns, if, as General Weitzel says, we cannot "injure it as a defensive work." The government may also think it of sufficient importance to undertake more serious operations against these works.

An army of a few thousand men investing it would soon get into it, with the aid of the navy. When smooth water permits I will go to work looking for a channel over the bar, which has not yet been found to my satisfaction.

I must not omit to pay a tribute to the officers and crew of the monitors—riding out heavy gales on an open coast without murmuring or complaining of the want of comfort, which must have been very serious. They have shown a degree of fortitude and perseverance seldom witnessed. Equally brave in battle, they take the closest work with pleasure, and the effect of their shells is terrific.

The following are the names of the commanders, and I hope I shall ever keep them under my command:

Commander E. G. Parrott, commanding Monadnock; Commander E. R. Colhoun, commanding Saugus; Lieutenant George E. Belknap, commanding Canonicus; Lieutenant Commander E. E. Potter, commanding Mahopac.

There are about one thousand men left on shore by the army who have not been got off yet on account of the surf on the beach. These will be got off in the morning, and the soldiers will then be sent home.

I enclose general order for the attack.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral Porter's General Order No. 70.

[General Orders No. 70.]

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Hampton Roads, December 10, 1864.

The chart plan of the proposed attack on the batteries of the enemy at New inlet, mouth of Cape Fear river, will explain itself, but the order of taking position is as follows:

It is first proposed to endeavor to paralyze the garrison by an explosion, all the vessels remaining twelve miles out from the bar, and the troops in transports twelve miles down the coast, ready to steam up and be prepared to take the works by assault in case the latter are disabled.

At a given signal all the bar vessels will run off shore twelve miles, when the vessel with powder will go in under the forts. When the explosion takes place all the vessels will stand in shore in the order marked on the plan.

The New Ironsides will steam along shore, coming from the eastward, until the flagstaff on Fort Fisher bears southwest by west half west, and anchor (chain ready to slip) with her broadside bearing on the largest of the enemy's works, and open fire without delay. The monitors will come up astern, anchoring not more than one length apart, directly in line along the shore, leaving space only for a gunboat to lie outside of them, and fire between them or over them. The New Ironsides and monitors will lie in not less than three and a half fathoms water, which will place them about three-fourths of a mile from Fort Fisher, and a little over a quarter of a mile from the beach.

In the mean time the large ships will lie formed in line of battle to the eastward of the iron-clads, and heading parallel with the land in a south-half west course, in five fathoms water.

When the signal is made to "take position" the Minnesota (the sternmost vessel) will go ahead slowly and anchor about a mile from Fort Fisher, opening fire the moment she passes the New Ironsides, and anchoring so that her stern gun will fire just clear of that vessel. The Mohican will then anchor ahead of the Minnesota, Colorado ahead of Mohican, Tuscarora ahead of Colorado, Wabash ahead of Tuscarora, Susquehanna ahead of Wabash, Brooklyn ahead of Susquehanna, Powhatan ahead of Brooklyn, Juniata ahead of Powhatan, with their cables ready to slip, and with not more than fifteen fathoms of chain, the fifteen-fathom shackle inside the hawse-hole.

The Seneca, Shenandoah, Pawtuxet, Ticonderoga, Mackinaw, Maumee, Yantic and Kansas will take their positions between and outside the different vessels as marked on the plan, anchoring with their cables ready to slip.

When the large ships and intermediate ones get fairly into position the Nyack, Unadilla, Huron and Pequot will take position between and outside the monitors, in the order marked on the plan, keeping up a rapid fire while the monitors are loading.

The following vessels will next take their positions as marked on the plan:

Commencing with the Fort Jackson, which vessel will anchor ahead of the Juniata, leaving a space between of three lengths, Santiago de Cuba, Tacony, Osceola, Chippewa, Sassacus, Maratanza, Rhode Island, Monticello, Mount Vernon, Montgomery, R. R. Cuyler, Quaker City and Iosco, will pass on slowly, commencing with the rear, until they form the line marked on the plan.

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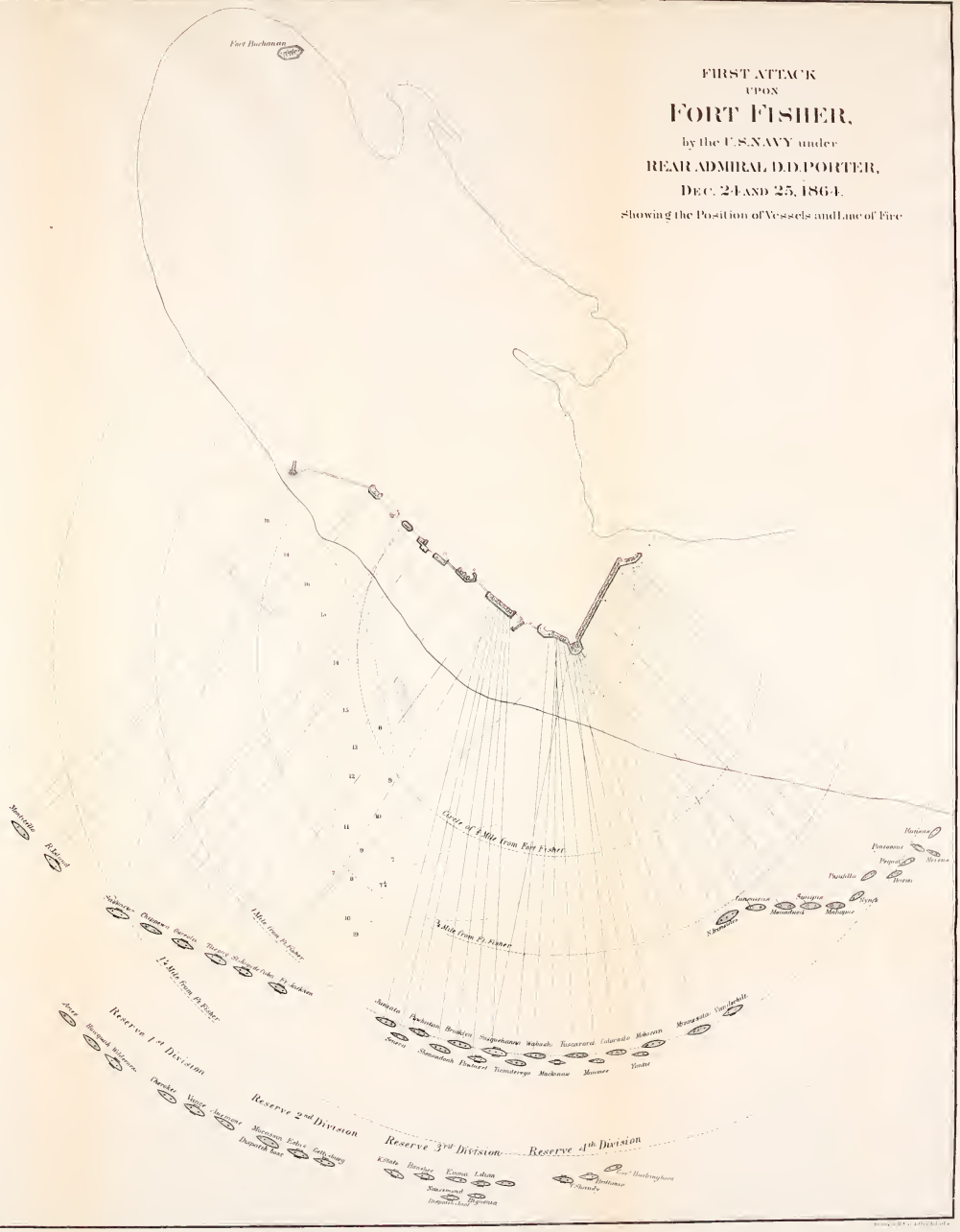
FIRST ATTACK
UPON
FORT FISHER,
by the U.S.NAVY under
REAR ADMIRAL D.D.PORTER,
DEC. 24 AND 25, 1864.
Showing the Position of Vessels and Line of Fire



The reserves of each division will form a line, as per plan, out of gunshot, ready to act as occasion may require.

This is the main plan of the battle. Circumstances may require some deviation from it, such as a partial attack (before going seriously to work) to feel the enemy's strength, all of which will be regulated by signal or by orders. Great care and coolness will be required to drop the vessels in their right places, and a too early commencement of fire on the part of those going into position may create confusion.

As we know but little about the calibre and number of rebel guns, the vessels must concentrate their fire on the heaviest batteries; but get the range before firing rapidly. For instance, the large vessels and iron-clads concentrate on Fort Fisher, while the Vanderbilt, Fort Jackson, and the vessels in the line with the Fort Jackson will open on the forts within their reach between Fort Fisher and the Mound.

All the reserve vessels will prepare to attack Zeke's Island battery by taking a position where they can enfilade it, which is when the fort bears northwest. Vessels drawing fourteen feet can go within a mile and three-quarters with perfect safety, and use their rifle guns with good effect. They can also reach the forts on Federal Point, and prevent their firing accurately on the other portions of the fleet in closer range.

All the movements of the different lines will be made by sending orders in a tug, as signals will not be seen in the smoke.

As it is desirable not to have superfluous directions, each commander will be furnished with a plan, and the matter fully discussed, and points explained at a general meeting of commanders.

Vessels in distress, and finding it necessary to retire from battle will steer out southeast, excepting the headmost vessels, Iosco, Quaker City, R. R. Cuyler, &c., which had better keep on southwest half south course, until they clear an eight-foot shoal (at low water) outside of them.

It is not desirable that the vessels of the squadron should show themselves to the enemy until the time comes for them to act, and they will keep off shore about twenty-five miles, or far enough not to be seen, with New inlet bearing west, in about the latitude of 33 56, longitude 77 20; that will be the rendezvous. Commanders of divisions will assemble the vessels of their divisions, get them into line, and keep them so, each division being far enough from the other to allow them to manœuvre without interfering. When the signal is made or given to form in line of battle, every vessel will take her station in line according to the plan on the chart, the first division forming first, and the others dropping in in order.

As only low steam will be required, those vessels that can move and work handily with half their boilers will only use those on one side, keeping the boilers (on the side near the enemy) full of water and without steam, with water warm only, and ready to make steam in case of necessity.

Slow, deliberate firing is desirable; there will be smoke enough anyhow. Rapid and indiscriminate firing will amount to little or nothing. I hope no shot may be thrown away.

DAVID D. PORTER,
Rear-Admiral, Commanding North Atlantic Squadron.

Letter of Major General B. F. Butler to Rear-Admiral Porter.

HEADQUARTERS DEPARTMENT VIRGINIA AND NORTH CAROLINA,
December 25, 1864.

ADMIRAL: Upon landing the troops and making a thorough reconnoissance of Fort Fisher, both General Weitzel and myself are fully of the opin-

ion that the place could not be carried by assault, as it was left substantially uninjured as a defensive work by the navy fire. We found seventeen guns protected by traverses, two only of which were dismounted, bearing up the beach and covering a strip of land, the only practicable route, not more than wide enough for a thousand men in line of battle.

Having captured Flag-pond Hill battery, the garrison of which, sixty-five men and two commissioned officers, were taken off by the navy, we also captured Half Moon battery and seven officers and two hundred and eighteen men of the third North Carolina Junior Reserves, including its commander, from whom I learned that a portion of Hoke's division, consisting of Kirkland's and Haygood's brigades, had been sent from the lines before Richmond on Tuesday last, arriving at Wilmington Friday night.

General Weitzel advanced his skirmish line within fifty yards of the fort, while the garrison was kept in their bomb-proofs by the fire of the navy, and so closely that three or four men of the picket line ventured upon the parapet and through the sallyport of the work, capturing a horse, which they brought off, killing the orderly, who was the bearer of a despatch from the chief of artillery of General Whiting to bring a light battery within the fort, and also brought away from the parapet the flag of the fort.

This was done while the shells of the navy were falling about the heads of the daring men who entered the work, and it was evident, as soon as the fire of the navy ceased because of the darkness, that the fort was fully manned again and opened with grape and canister upon our picket line.

Finding that nothing but the operations of a regular siege, which did not come within my instructions, would reduce the fort, and in view of the threatening aspect of the weather, wind rising from the southeast, rendering it impossible to make further landing through the surf, I caused the troops with their prisoners to re-embark, and see nothing further that can be done by the land forces. I shall therefore sail for Hampton Roads as soon as the transport fleet can be got in order.

My engineers and officers report Fort Fisher to me as substantially uninjured as a defensive work.

I have the honor to be, very respectfully, your obedient servant,

BENJ. F. BUTLER,
Major General, Commanding.

Rear-Admiral PORTER,
Commanding N. A. Blockading Squadron.

Reply of Rear-Admiral Porter to Major General Butler.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off New Inlet, December 26, 1864.

GENERAL: I beg leave to acknowledge the receipt of your letter of this date, the substance of which was communicated to me by General Weitzel last night.

I have ordered the largest vessels to proceed off Beaufort and fill up with ammunition, to be ready for another attack, in case it is decided to proceed with this matter by making other arrangements.

We have not commenced firing rapidly yet, and could keep any rebels inside from showing their heads until an assaulting column was within twenty yards of the works.

I wish some more of your gallant fellows had followed the officer who took the flag from the parapet, and the brave fellow who brought the horse out from the fort. I think they would have found it an easier conquest than is supposed.

I do not, however, pretend to place my opinion in opposition to General Weitzel, whom I know to be an accomplished soldier and engineer, and whose opinion has great weight with me.

I will look out that the troops are all off in safety. We will have a west wind presently, and a smooth beach about three o'clock, when sufficient boats will be sent for them.

The prisoners now on board the Santiago de Cuba will be delivered to the provost marshal at Fortress Monroe, unless you wish to take them on board one of the transports, which would be inconvenient just now.

I remain, general, respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Major General B. F. Butler, *Commanding, &c., &c., &c.*

Report of Commodore H. K. Thatcher, commanding United States steamer Colorado, and 1st division N. A. Squadron.

United States Steamer Colorado,
Off Beaufort, N. C., December 31, 1864.

Admiral: In compliance with your General Order No. 75, under date of 30th instant, I have the honor to say that in the actions of the 24th and 25th instant, with Fort Fisher and its dependencies, these works were effectually silenced by the heavy and accurate fire of this fleet for hours at a time, the enemy only replying to our fire when an occasional cessation occurred on our part.

On the 24th an explosion took place, during a heavy fire from the fleet, within the main fort of the rebels, and immediately after which flames were observed streaming high above the walls, naturally leading to the conclusion that we had fired the barracks and other tenements connected with Fort Fisher. During the continuance of this blaze, which was for hours, not a gun was fired by the enemy, (to the best of my recollection,) except from the isolated work called the Mound fort.

On the 25th instant the range was shorter and the firing of the fleet more accurate than on the preceding day. It is my belief that not a shot or shell was fired by the advanced line of ships that did not either penetrate the earthworks of the enemy or explode within them. The crew of this ship were perfectly cool and fired with deliberation and apparent severe effect upon the enemy, delivering on the first day fifteen hundred and sixty-nine (1,569) projectiles. Near the close of the second day's action we perceived the near approach of the advanced skirmishers of our army force, which had landed late in the day, when our fire ceased for nearly thirty (30) minutes, and was only resumed after we had been hulled several times by a vicious gun which appeared to be fired from the northeast angle of Fort Fisher. We then reopened heavily, but more to the left than we had previously fired, to avoid annoying our own troops who were seen approaching the fort. The effect of this last heavy fire was apparently severe upon the casemated works to the southward and westward of Fort Fisher. At this time a succession of explosions was heard in the rear of these casemates, followed by the blaze of a large building, which continued to burn during the greater part of Christmas night.

My "impression with regard to the defensibility of the post (battered as it was) against a combined attack of the army and navy" is, that it could have been carried by assault on either of the evenings of the 24th or 25th instant.

I do not suppose that it was deemed possible *entirely* to demolish a case-

mated earthwork like Fort Fisher, but I am satisfied that everything was done that could be done on the part of the navy to render it untenable, the enemy having been again and again driven from their guns (some of which it appears were dismounted by our fire) and compelled to seek refuge in the sand-holes.

The shoalness of the water for a mile seaward of the forts constituted their only safety against total destruction, or, at least, the dismounting of every gun, such was the heavy and concentrated fire of those two days' bombardment. This ship planted two hundred and thirty (230) shot in the rebel works on the 25th, and exploded nine hundred and ninety-six (996) shells within them on that day.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Commanding 1st Division, N. A. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron, Beaufort, N. C

Report of Commodore Joseph Lanman, commanding U. S. steamer Minnesota.

UNITED STATES STEAMER MINNESOTA,
Off Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to submit the accompanying minutes, taken on the quarter-deck of this vessel at the time of the attack upon Fort Fisher; also the reports from several officers of the ship.

It gives me great pleasure to state that, during the engagement with the forts, the 24th and 25th of December, the conduct of all the officers, men, marines, and boys, on board the Minnesota, was entirely satisfactory. Every one performed his duty to the utmost of his ability. The working and practice of the guns could not have been better. Many excellent shots were made, and in this respect the two (2) guns worked by the marines were equal to any other division. In a word, all performed their duty in the most creditable manner; and I need not assure you that, in the opinion of those on board the Minnesota, if the assault was not made upon Fort Fisher it was not for the want of the most tremendous bombardment of modern times by the fleet under your command.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Com'dg 2d Division N. A. Squadron.

REAR-ADMIRAL DAVID D. PORTER,
Commanding North Atlantic Squadron.

Minutes of the bombardment of Fort Fisher, on the 24th and 25th of December, 1864, taken upon the quarter-deck of the U. S. steam frigate Minnesota, Commodore Joseph Lanman, commanding, by O. B. McCurdy, captain's clerk.

OFF NEW INLET, NORTH CAROLINA.

Latitude 33° 56′ 30″ north. Longitude 77° 22′ west.

At 5.15 a. m. got under way, in obedience to signal from flag-ship, and steamed towards Fort Fisher; anchored a few moments in line of battle near the fort, before taking position. At 12 o'clock beat to quarters. Wind southwest by west.

Got spring on both bower anchors, and prepared to anchor with spring on starboard bower.

At 12.30 p. m., dinner at quarters. At 12.55 p. m. the New Ironsides opened fire upon Fort Fisher, followed quickly by the monitors, commencing with the Canonicus. The Minnesota opened fire as soon as the guns could bear on Fort Fisher. At 1.15 p. m., anchoring at the same time, in the position designated by the order of battle, about one mile from the fort. Fort Fisher bearing west ½ south. "Mound" W.SW. Enemy replied; two shots passing close over the Minnesota. An explosion took place in the fort; believed to be by the fire of the Minnesota. Another shot from the enemy cut the spring. Made signal to flag-ship for a tug to carry out the spring; tug came in answer to signal, having on board Captain Breese, the fleet captain, but was not able to carry out our spring.

The Colorado passed on our port bow and took position at 2.50 p. m. At 3.15 p. m. rebel flag shot away; at 4 p. m. flying jib stay, fore royal stay and fore top-gallant stay shot away. At 4.15 p. m. flag-ship made signal to fire more slowly; at 5.5 p. m. general signal from flag-ship to prepare to retire; at 5.15 p. m. order was given to cease firing, and prepare to heave up anchor. At 6 p. m. withdrew from position, dropping a buoy at the anchorage, and steamed off shore, anchoring about seven (7) or eight (8) miles distant, Fort Fisher bearing southwest. The ship was held in position for firing upon the fort, by steam, helm, staysail and jib.

Several explosions and fires took place in the fort during our firing, and many of the enemy's missiles fell near the Minnesota.

December 25, 1864.—At 9.30 a. m. got under way; at 10.15 a. m. beat to quarters; at 10.35 a. m. flag-ship made signal to stop; at 10.45 a. m. the New Ironsides opened fire; at 10.55 a. m. the monitors opened fire; at 11 a. m. signal from flag-ship to take positions.

At 11.15 a. m. the Minnesota took position about three hundred yards nearer Fort Fisher than where she dropped the buoy the day previous, and commenced firing with her forward guns. At 12 m. let go port anchor with twenty-five (25) fathoms of chain; at 12.5 p. m. flag-ship made signal to get under way; at 12.10 p. m. ceased firing; at 12.15 p. m. Commander Rhind came on board with orders from the admiral to plant a buoy as near Fort Fisher as practicable, which he (Commander Rhind) placed from one hundred and fifty (150) to two hundred (200) yards nearer the fort. This position was exactly taken by the Minnesota at 1.5 p. m., letting go the kedge on the port quarter at the same time.

At 1.15 p. m. let go port bower anchor, and opened fire by divisions. Fort Fisher bearing west ½ south—Mound W.SW. ½ W.—wreck and Mound in a line. Shot passed over our smoke-stack, grazing the main stay.

Colorado passed on our port bow, taking position at 1.25 p. m., at which time a shot struck the Minnesota below the water-line. At 1.40 p. m. set the spanker; shell came in through amidship's port, on spar deck, passed through launch and 1st cutter, and lodged in the stern sheets of the 1st cutter. At 2 p. m. dinner at quarters, though the firing was continued by divisions. Fired very deliberately, in obedience to orders from the admiral. At 3.45 p. m. brailed up the spanker; shell exploded on starboard chain-armor; another shell exploded, scattering on both sides of the ship. At 4.5 p. m. flag-ship made signal to prepare to get under way; at 4.10 p. m. ceased firing, agreeable to signal.

At 4.20 p. m. rebel flag shot away; at 4.45 p. m. opened fire again, and fired very rapidly, in obedience to signal; at this time the roar from our batteries, for three or four rounds, was most terrific. At 4.55 p. m. ceased firing and prepared to retire, agreeable to signal from flag-ship; at 5.15 p. m. hove up anchor and retired.

No casualties either day, and, although the ship was struck in several places, very little damage was done.

Very respectfully submitted to Rear-Admiral David D. Porter, commanding North Atlantic squadron.

JOSEPH LANMAN,
Commodore, Comd'g 2d Division N. A. Squadron.

UNITED STATES STEAM FRIGATE MINNESOTA,
Off Fort Fisher, New Inlet, N. C., December 26, 1864.

SIR: I respectfully enclose the reports of the boatswain, gunner, carpenter, and sailmaker of this vessel in regard to the actions of the 24th and 25th instant with Fort Fisher and the various batteries at New inlet. So far as I was able to observe, every officer, man, and boy in the ship performed his whole duty.

I desire to add that, when I reported on board, (only a few days before the action took place,) I found the organization of the vessel perfect; and it is simple justice to say, that whatever praise belongs to the executive officer for this is the due of Lieutenant M. S. Stuyvesant, who was my predecessor in that capacity. I came here too late to make any changes, had any been necessary.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant Commander, Executive Officer.

Commodore JOSEPH LANMAN, *Commanding Minnesota.*

UNITED STATES SHIP MINNESOTA,
Off Beaufort, N. C., December 29, 1864.

SIR: I respectfully report that the following damages were sustained to the rigging of this ship during the action of the 24th and 25th instant: the flying jib stay, fore royal stay, and fore top-gallant stay, were all shot away.

Very respectfully, your obedient servant,

WM. BUNKER, *Boatswain.*

Commodore JOSEPH LANMAN, *Commanding.*

Report of ammunition expended on board the United States steamer Minnesota, December 24 *and* 25, 1864.

	DECEMBER 26, 1864.
11-inch charges, 15 pounds	64
9-inch charges, 13 pounds	21
9-inch charges, 10 pounds	1,723
150-pounder charges, 16 pounds	95
100-pounder charges, 10 pounds	79
Total of powder, 20,773 pounds.	
11-inch shell, loaded and fuzed	64
9-inch shell, loaded and fuzed	1,744
150-pounder shell, loaded and fuzed	95
100-pounder shell, loaded and fuzed	79
Total of projectiles	1,982

Very respectfully submitted.

ROBERT H. CROSS, *Gunner.*

Commodore JOSEPH LANMAN,
Commanding U. S. Steamer Minnesota.

UNITED STATES STEAMER MINNESOTA,
Off Beaufort, N. C., December 26, 1864.

SIR: In obedience to your order of this date, I respectfully make the following report of the damage sustained by this ship in the engagement of the 24th and 25th instant: One shot struck the first launch, going through her and damaging the first cutter; one struck starboard bow, doing but slight damage; two shots struck the chain placed on the outside for the protection of the machinery, doing no damage; several pieces of shell are imbedded in the side of the vessel.

Very respectfully, your obedient servant,

A. O. GOODSOE, *Carpenter.*

Commodore JOSEPH LANMAN, *Commanding.*

UNITED STATES SHIP MINNESOTA,
Off Beaufort, N. C., December 26, 1864.

SIR: I respectfully report that there were no injuries sustained in the sail-maker's department of this ship during the action of the 24th and 25th instant.

Very respectfully, your obedient servant,

THOS. O. FASSETT, *Sailmaker.*

Commodore JOSEPH LANMAN, *Commanding.*

Additional report of Commodore Lanman, commanding United States steamer Minnesota.

UNITED STATES STEAMER MINNESOTA,
Off Beaufort, N. C., January 1, 1865.

ADMIRAL: I have the honor to receive, this evening, your General Order No. 75, whereby I am called upon to report the damage apparently done to Fort Fisher, in the attack of the 24th and 25th of December, by the fleet under your command.

The minutes and official report which I had the honor to make to you on the 31st ultimo give the details of the part taken by the Minnesota in the attack upon Fort Fisher.

On the 24th ultimo, in the first engagement, I visited and addressed the crew of every gun, to impress upon them the necessity of careful firing, and to *see* that their shot took effect before firing again, and not to throw away a shot. At the commencement of the firing, and with scarcely any intermission, I was upon the bridge, just forward of the mizzen-mast, having my glass in hand; thus elevated, ten feet above the spar-deck battery, and fifteen feet above the main-deck guns, my line of vision was considerably beyond that of the men at the guns. The wind being off-shore, (from the direction of firing,) and clear from smoke, my opportunities for seeing the practice and effect of our guns could not have been better, and I most positively believe that the greater part of our shell told upon the fort; and of this there was no doubt when the 200-pound Parrott and the 11-inch guns were fired, as they raised an unmistakable cloud of dirt and sand.

Upon several occasions the first day fire broke out in the fort, and the crew of the spar-deck battery gave three hearty cheers, in the belief that the fire was caused by our guns; which was my opinion, and I so represented it at the time to the men. At the same time there were several explosions, as I believed, within the fort; and if our guns did not do an immense injury to the batteries, there is no confidence to be placed in vision or good firing. The

batteries were frequently silenced by the rapid firing of the fleet generally, but with the least let-up on our part they would again open, and, I should judge, with excellent practice, as their shot flew about us in all directions, and I have no doubt they were equally good in practice to the other ships. By a kind Providence we received little or no damage, only eight or ten shots touching the ship, but plain enough in sight to show their good firing.

On the morning of the 25th, having received instructions from you that the army would land to assault the fort, and that we must be prepared to cease firing at the moment the signal should be made to that effect, and that great care must be exercised not to fire upon *our* troops should they make the assault, and to fire more deliberately than [on] the day previous, I delivered these words in person to every gun's crew at quarters, before the engagement, that the men, as well as the officers, should perfectly understand that when the order was given, and the steam-whistle sounded, all firing should cease, as the assault was then to be made.

Our position in the action of the second day was, probably, three or four hundred yards nearer Fort Fisher than it was the day previous. Our firing was much more slow and deliberate, and the effect appeared to be of the most damaging character, as the lines and angles of the works were evidently changed.

Lieutenant Commander Parker went to the fore-topmast-head to witness our firing, which he pronounced to be excellent. Also our pilot, Mr. F. C. Fowler, a most reliable man, was some time at the mast-head with a glass, and he judged our firing to be excellent, and doing great damage to the fort. Captain Butler, of the marines, commanding his battery, being up on the sheer-pole of the mizzen rigging, pronounced the practice excellent.

Ensign Willard, who was upon the bridge to look out for the change of the head of the ship, (should it become thick,) concurred in the opinion of the above gentlemen, that the injury done the forts by our firing was very great.

Lieutenant Stuyvesant, who had charge of the gun-deck battery, came up on the spar-deck when the gun-deck divisions were not firing. This officer having seen considerable gun practice on other ships, his opinion that the practice the second day was most excellent, doing much damage to the enemy, is well worthy of consideration.

The last four broadsides of rapid firing by the Minnesota were of the most terrific character, and it was represented to me by Lieutenant Commander Watmough, who was in position in-shore and to the northward, that our shell fell like a perfect hail-storm upon Fort Fisher, and that the firing was of the most excellent effect.

Upon retiring from position that night I had not the slightest doubt but that the assault would be made before morning; and could I have then known that "the skirmishers had advanced to within fifty yards of the fort," (the distance from our forecastle to the quarter-deck,) and that "some of our gallant soldiers had mounted the parapet, captured and brought off a horse, and killed an orderly," also that they had captured a flag, which was shot away by the navy, I would not have believed that there could be the slightest doubt of the flag of the Union being hoisted at daylight upon the well-battered fort. When we were informed the following day that the troops were about to re-embark, scarcely any one could credit the report; but when the fact became known a universal opinion of disappointment (not to say of disgust) prevailed.

May I not be permitted to suggest, if the garrison in the fort could be kept in their bomb-proofs so closely by the fire of the navy that a number of the picket line could venture upon the parapet and into the works, why could not an assault have then been made, and the preconcerted signal given

to cease firing, which would have been instantly obeyed, and little danger of the shell of the navy falling about the heads of the daring men who entered the works?

Admiral, excuse this lengthy report. I have gone into detail that it should be understood that the Minnesota did not go into the fight merely to blaze away at the beach about Fort Fisher, but that the sole object of our practice was to demolish the fort; and to convey the impression of so many officers that the fort could have been carried by assault, after the severe battering it received from the navy fleet under your command.

I have the honor to be your obedient servant,

JOSEPH LANMAN,
Commodore, Commanding 2d Division N. A. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commodore Schenck, commanding United States steamer Powhatan and 3d division North Atlantic squadron.

UNITED STATES STEAMER POWHATAN,
Off Beaufort, N. C., January 1, 1865.

ADMIRAL: Your General Order No. 75 did not reach me until this morning, owing to its being sent on board the Colorado. In reply to that part of it requiring me to make a report of the part I took in the actions of the 24th and 25th ultimo, I have to state that at 1.20 p. m., on the 24th, I took my position in the line, as directed by you, with a kedge upon my port quarter acting as a spring, letting go my port anchor with twenty-five (25) fathoms of chain, which brought my starboard broadside to bear upon the forts. I immediately opened a vigorous fire upon the batteries, paying especial attention to Fort Fisher with my 11-inch gun, and to the Mound with my two (2) 100-pounder Parrotts, and with my 9-inch guns to the batteries more immediately abreast of us. It is reported and believed on board this ship that one of the shells from our 11-inch, which exploded in Fort Fisher, set fire to it. At 2.45 p. m., finding that some of my 9-inch shell fell short, and that the Brooklyn, being under way, occasionally interfered with my line of sight, I got under way, continuing the action, and stood into four and a half ($4\frac{1}{2}$) fathoms water, from which position every shot told with great effect. From this time the action was continued under way. At 3.10 p. m. the end of our spanker gaff was shot away, and our flag came down with it; hoisted it immediately at the mizzen. About the same time the rebel flag on Fort Fisher was shot away, and was not raised again during the action. At 3.45 p. m. the flagstaff on the Mound was shot away, which shot is claimed by our pivot rifle. At 5.20 p. m. the signal was made to discontinue the action. Hauled off, having sustained no loss of life or injury to the ship.

During this day's action we fired two hundred and thirty-six (236) 9-inch shell, fifty-four (54) 11-inch shell, and eighty-two (82) 100-pounder rifle shell. Not a shell was wasted from the 11-inch and rifles, and only a few in the early part of the action from the 9-inch guns. The starboard battery only was used in action, viz: eight (8) 9-inch guns, two (2) 100-pounder Parrott rifles, and one (1) inch pivot gun.

On the 25th I took my position as before, although nearer the batteries and further in. The batteries between Fort Fisher and the Mound being abreast of us, my position was an admirable one for engaging these batteries, and my 9-inch guns were principally employed in doing this, as it was only by these we were annoyed, with an occasional shot from the Mound. During

this day not a shot fell short, which accounts for my increased expenditure of 9-inch shell. At 2.10 p. m. we opened fire, which was replied to by the batteries abreast of us more vigorously than the day before. I am not aware of having received a single shot from Fort Fisher this day. At 3.30 p. m. a port main shroud was shot away; soon after we were struck three (3) times in pretty rapid succession. One (1) shot struck us under No. 3 port, three (3) feet above the water-line, passing through into a storeroom, and depositing itself in a mattress; it is a solid 8-inch shot. Two (2) shot struck under No. 2 port, twenty (20) inches below the water-line, one (1) remaining in the side and the other going through and lodging in a beam on the orlop deck, causing the ship to leak badly. A glancing shot struck the stern of the ship, but did no material injury, and some of our running rigging shot away. At 4.10 p. m., having expended all the ammunition for 11-inch and rifles, and nearly all for my 9-inch guns, made signal, "Ammunition I am short of," which was replied to "Save some," and immediately after "Discontinue the action," when I weighed my anchor, lifted my kedge, and hauled out of line.

During this day's action we fired four hundred and ninety-four (494) 9-inch shell, fifty-two (52) 11-inch shell, and seventy-two (72) rifle shell.

In conclusion, I beg leave to state that every officer and man on board this ship, under my command, did his duty nobly, and I have yet to hear of any complaint, either of officer or man, except as to the failure to take advantage of our two (2) days' work. With regard to the "damage apparently done to the works," I must confess that I was paying more attention to the proper management of my own battery than the general effect; but it appears to me utterly impossible that any works could withstand such a fire and not be terribly damaged; and I am also fully impressed with the belief that by a prompt and vigorous assault late in the afternoon of either day, Fort Fisher might have been taken by a comparatively small force, say one thousand (1,000) resolute men. Fort Fisher was silenced, the Mound firing feebly; the only active firing from the enemy that I witnessed was from the two (2) or three (3) guns that annoyed me, and as long as my ammunition permitted me to fire rapidly I could keep them pretty quiet.

I have the honor to be, very respectfully, your obedient servant,

JAS. FINDLAY SCHENCK,

Commodore, Com'dg U. S. Steamer Powhatan, 3d Div. N. A. Squadron.

Rear-Admiral D. D. PORTER, *Commanding N. A. Squadron.*

Report of Commodore S. W. Godon, commanding United States frigate Susquehanna and 4th division North Atlantic Squadron.

UNITED STATES FRIGATE SUSQUEHANNA,

Off Fort Fisher, North Carolina, December 28, 1864.

SIR: I have the honor to make the following report on the movements of this ship during the engagement of the 24th and 25th of December, with Fort Fisher and batteries:

At about meridian of the 24th instant, in obedience to general signal, I fell into line of battle, and in regular order drew into my station, as per plan of attack, opening fire from my starboard battery of eight (8) 9-inch guns, and two (2) 150-pounder rifles, at 2 o'clock. I did not, however, get fairly placed with anchors down until 3 o'clock, when I continued a smart fire until ordered out of action at 5.30 p. m. The firing from Fort Fisher was not sustained, and was often silenced for a considerable time. The distance, however, seemed too great, although the practice was good, and kept the fire of the enemy down.

On the 25th I did not get into position until 2.20 p. m., when I tried my rifle range at about 1,700 yards, and anchored within half a ship's length on the starboard bow of the Colorado, as directed by verbal orders, and opened with the 9-inch guns most effectively, using but one division at a time. The enemy's fire, as on the day before, was feeble and not sustained, and was several times silenced for half an hour. Held my position until ordered to withdraw at 4.55, but afterwards steamed up to Minnesota's stern and remained there, with a slight renewal of my fire, until ordered to retire from action and reserve ammunition, then growing short, for the assault.

Although fairly exposed, received but few hits and no damage of the slightest consequence. The enemy's practice was bad on both days, owing, I presume, to the steady and well-directed fire of the large ships and ironclads.

From my position on the wheel-house, overlooking my entire battery, I had every officer and man under my observation, and I have sincere pleasure in testifying to the fine bearing, zeal, and gallantry of the division officers, viz: Lieutenant Bartlett and Acting Ensign Rhoades, of the 1st division; Lieutenant Brown, commanding 2d division; Acting Ensign Laycock, commanding 3d division; Acting Master Porter, commanding 4th division, and 1st Lieutenant William Wallace, who, with his fine company of marines, handled most effectively two extra 9-inch guns. Lieutenant Commander Blake, my executive officer, is all I can desire in battle—cool and collected, calm and intelligent. He is my right-hand man.

I also beg to call special attention to Ensign Preble, the master of this ship, who, whether under fire or any other circumstances, has proved himself without a superior in intelligence or ability on board the vessel.

My aid, Master's Mate Cooper, was prompt in answering signals, and in his spare moments used the 12-pounder howitzer on the hurricane-deck with effect.

Thanks to the officers of the powder division, Acting Ensign Burnbum, Gunner Waugh, and Sailmaker Holbrook, the ammunition was promptly supplied throughout the engagement.

The engines, under the control of Chief Engineer Johnson and his able assistants, were at all times ready for duty.

Boatswain Z. Whitmarsh and Carpenter J. E. Miller, stationed in the master's division, not only performed their own duties with intelligence, but gave valuable aid whenever they could.

The subordinate officers of the divisions, the captains of the guns and their spirited crews, have my thanks for their labors those two days.

In short, I have every reason to believe that in action this ship will always be found efficient wherever she may be placed.

If no more satisfactory results were obtained by the fleet from the operations of the 24th and 25th, we must look to the army for the cause. The navy seems to have sustained itself.

I forward herewith the report of injuries to the hull and rigging, as also gunner's report of expenditure of ammunition.

The reports of the commanding officers in this division will be forwarded as soon as received.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,
Commodore Commanding Susquehanna and 4th Division
North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES FRIGATE SUSQUEHANNA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to make the following report of the casualties in my department during the action of the 24th and 25th:

Main lift shot away; both main topmast stays, (chain,) foretop bowlines. With the above exceptions, no other damage done to anything appertaining to my department.

I am, sir, very respectfully, your obedient servant,

Z. WHITMARSH, *Boatswain.*

Lieutenant Commander F. B. BLAKE.

Respectfully forwarded.

F. B. BLAKE, *Lieut. Commander.*

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UNITED STATES STEAMER SUSQUEHANNA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to make the following report of damages this ship sustained in the engagement of Fort Fisher and batteries on the 24th and 25th instant:

On the starboard after-guard, frame and joiner work nearly torn off, and inside of nettings, from the concussion by the continual firing of the guns. The first cutter and barge were so damaged by the concussion as to be unserviceable and beyond repairs. The gig was also torn apart by a hawser leading astern, which was entirely unavoidable. A shell from the enemy exploded outside of the wheel-house, of which a piece struck the shot rack and deck of the engine-room hatch on the starboard side. All of which is submitted.

I am, very respectfully, your obedient servant,

JOS. E. MILLER, *Carpenter.*

Lieutenant Commander F. B. BLAKE.

Respectfully forwarded.

F. B. BLAKE, *Lieut. Commander.*

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UNITED STATES STEAMER SUSQUEHANNA,
Off Beaufort, N. C., December 30, 1864.

SIR: I respectfully report that during the attack on Fort Fisher the only casualty occurring in the engine department was a damage to the smoke-stack, a round shot having gone completely through it.

Very respectfully,

JOHN JOHNSON, *Chief Engineer.*

Commodore S. W. GODON,
Com'dg 4th Division N. A. B. Squadron.

Report of Commodore William Radford, commanding United States steamer New Ironsides.

UNITED STATES STEAMER NEW IRONSIDES,
Anchored at sea, Beaufort bearing N.NW.,
Distant about five miles, December 31, 1864.

SIR: I have the honor to report that, in obedience to your orders, I took position under the guns of Fort Fisher, from thirteen to fifteen hundred yards

distant, or as near as the depth of water would permit, the monitors Canonicus, Monadnock, and Mahopac following the New Ironsides in. As soon as I anchored I opened my starboard battery, and continued a well-directed fire for some five (5) hours. Night coming on, I hauled off, in obedience to orders. On the morning of the 25th the iron-clad division again led in under the guns of Fort Fisher and took the position we occupied the day previous. The Saugus, having arrived the night previous, took her station, and this division, in connexion with the others, drove the men from the guns in the fort, they only firing one or two guns, and those at long intervals. All the monitors were handled and fought well. Lieutenant Commander Belknap took the in-shore berth, and is reported to have dismounted one or more guns in the fort.

Judging from the immense number of shells which struck the fort, it must have been considerably injured. Several guns were reported to have been dismounted, two explosions took place, and three fires.

The face of the fort was very much ploughed up by the shells from the fleet. If the fort was uninjured, (as a defensive work,) no artillery known to modern warfare can do it. My impression is, that any considerable number of troops could have stormed and taken the fort immediately after the second day's bombardment, with but little loss.

All the officers and men belonging to the New Ironsides served their guns and country well; and I am greatly indebted to Lieutenant Commander Phythian, the executive officer, for his energy and ability in getting the crew and ship in such good fighting order.

Very respectfully, your obedient servant,

WM. RADFORD,
Commodore, Commanding Iron-clad Division.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

Report of Captain William R. Taylor, of the United States ship Juniata.

UNITED STATES SHIP JUNIATA,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to acknowledge the receipt of your General Order No. 75, and I rise from my sick-bed to give it an instant reply.

The part that this ship took in the actions of the 24th and 25th instant was as follows: On each day she took the position assigned to her in your plan of battle, and kept up a constant fire upon Fort Fisher from the moment of anchoring until ordered to withdraw. On the 24th, after having been engaged about an hour, she moved from her first anchorage, in company of several other ships, by your order, to a position nearer to the fort, thus rendering her fire more effective. During the two days she fired six hundred and eighty-one (681) shells, all but seventeen (17) of which were delivered by seven (7) guns. After obtaining the range, the firing appeared to me like target practice.

The falling of the shells of the fleet was so incessant that the enemy was frequently unable to return our fire for long intervals. Several conflagrations occurred in the fort, and I saw one explosion. It was my impression that we had done much injury to the works, as it is impossible for me to conceive that such a weight of fire, so long continued, and falling so accurately, could have left them "substantially uninjured."

I was very much surprised and disappointed on learning that the troops

had re-embarked. I saw no attack by them which looked like an earnest one, and, for a time, I entertained a hope that the fort had proved an easy capture, from the feebleness of the musketry firing, so long as we remained within sight and hearing of it.

I am, sir, very respectfully, your obedient servant,

WM. ROGERS TAYLOR,
Captain United States Navy.

Rear-Admiral D. D. PORTER,
U. S. Navy, Com'dg N. A. Squadron, Beaufort, N. C.

Report of casualties.

UNITED STATES STEAMER JUNIATA,
Off Wilmington, N. C., December 24, 1864.

SIR: The following is a list of the killed and wounded in to-day's engagement with the forts and batteries ashore. All the casualties were occasioned by the bursting of the hundred-pounder Parrott gun:

Killed.—1. Lieutenant D. D. Wemple, both legs crushed, a wound (punctured) in the left hypochrondriac region, and *concussio cerebri.* 2. Second Lieutenant Marines Jones Pile, knocked overboard by a piece of the gun or its carriage, and probably killed by *concussio cerebri,* also the left arm and shoulder broken. 3. Theodore Abos, second-class fireman, left leg, thigh, hip, arm, and forearm fractured, soft parts extensively lacerated, killed by hemorrhage and shock. 4. Henry Payne, captain forecastle, both thighs broken, cavity of the *pelvis,* and part of the abdomen opened; death from shock. 5. James D. Ennels, first-class boy, left leg and thigh shattered and lacerated, died shortly after amputation. Total killed, 5.

Wounded.—1. Paymaster Caspar Schenck, compound fracture of the left *tibia.* 2. William Kennedy, marine, fracture of right *tibia.* 3. Charles Winters, quarter-gunner, contusion, (slight.) 4. Joseph Tye, cockswain, powder burn, (slight.) 5. William Arnoll, second-class fireman, powder burn, (slight.) 6. Orrin B. Patchin, landsman, powder burn, (slight.) 7. John Cogan, ordinary seaman, powder burn, (severe.) 8. Thomas Mahoney, ordinary seaman, deafened.

All the wounded are likely to do well.

I am, sir, very respectfully,

ALBERT C. GORGAS,
Surgeon U. S. Navy.

Captain WILLIAM ROGERS TAYLOR,
Commanding U. S. S. Juniata, off Wilmington, N. C.

Report of Captain D. B. Ridgely, commanding United States steamer Shenandoah.

UNITED STATES STEAMER SHENANDOAH,
Off Beaufort, N. C., December 31, 1864.

SIR: I have the honor to report the part taken by the Shenandoah in the bombardment of Fort Fisher and the batteries at New inlet on the 24th and 25th instant.

The Shenandoah was signalled, when in line of battle, to come within hail of the admiral, and was ordered by him to take a position near the Ironsides and open on the batteries of Fort Fisher. The position was immediately

taken, and this ship commenced firing at Fort Fisher with two rifles and two 11-inch guns, the shells falling inside of Fort Fisher, apparently with good effect.

At 2 p. m. a large fire broke out within the fort. At 3.10 the flag of the fort was shot away by the fleet. At 3.50 p. m. was ordered by the admiral to go closer in. We steamed in and anchored, head and stern, close to the Ironsides and Monadnock. We fired from the new position with deliberation and good effect. At 5.10 p. m. signal was made to retire from action, when this ship withdrew.

The fire from Fort Fisher during the bombardment this day was very slack and feeble. A few shot fell near the monitors and a few went over us.

The conflagration in the fort seemed to be of considerable extent, and continued until after nightfall. The shells of the fleet were exploding on the parapet and inside of the fort so rapidly that it was difficult to make out what guns they were using. One shot carried away our stern ladder during the bombardment of this day.

On the morning of the 25th instant got under way with the fleet in line of battle. At 2 p. m. the admiral signalled to the Shenandoah to await further orders. Twenty minutes afterwards we were ordered to take position ahead of the Juniata. We anchored a ship's length ahead of the Juniata, and three ship's lengths outside of a wreck on the bar, and opened deliberately on a water battery, to the west of Fort Fisher, of four guns. We succeeded in silencing three of the guns, which were not used again during the engagement.

To the westward of this battery was another, of two guns, that seemed to be casemated. They fired very slowly, but in good line. The shells from one of them fell a few yards short of us, and the others just over us.

The firing from the guns on the Mound was very slow, and with so much elevation that they went over the fleet. We succeeded in exploding a 150-pounder rifle-shell near the top of the Mound.

At 4.35 p. m. was ordered to withdraw and stand outside of the Minnesota. At 3.45 p. m a large fire broke out just in the rear of the batteries, which continued until after night. Between Fort Fisher and the Mound batteries we could discern two guns dismounted by the fire of the fleet. After the second day's bombardment I could see nothing more for the navy to do than to await the assault by the land forces, which did not take place as I expected.

It affords me much gratification to speak of the cool bearing of Lieutenant S. W. Nichols, the executive officer, and other officers, and the crew of this ship, during the two days' bombardment. I enclose a memorandum of the expenditure of ammunition on the 24th and 25th instant.

I am, very respectfully, &c.,

DANIEL B. RIDGELY,
Captain United States Navy.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties on the Ticonderoga.

UNITED STATES STEAMER TICONDEROGA,
Off Wilmington, N. C., December 25, 1864.

SIR: I have to report the following casualties on board this vessel during the engagement with the batteries and Fort Fisher, at Federal Point, North

Carolina, on the 24th of December, 1864, (caused by the bursting of our 100-pounder Parrot gun.)

C. J. CLEBORNE, *Surgeon, U. S. N.*

Captain CHARLES STEEDMAN,
Com'dg U. S. S. Ticonderoga, off Wilmington, N. C.

Killed.—1. John Hill, seaman, killed by the bursting of 100-pounder Parrott gun. 2. James McCormick, seaman, killed by the bursting of 100-pounder Parrott gun. 3. Ludwig E. Wiltz, seaman, killed by the bursting of 100-pounder Parrott gun. 4. Charles G. Stiles, ordinary seaman, killed by the bursting of 100-pounder Parrott gun. 5. James T. Duffy, landsman, killed by the bursting of 100-pounder Parrott gun. 6. James McMillen, landsman, killed by the bursting of 100-pounder Parrott gun. 7. James T. Ward, landsman, killed by the bursting of 100-pounder Parrott gun. 8. William Sinton, second-class boy, killed by the bursting of 100-pounder Parrott gun.

Wounded.—9. Edward R. Bowman, quartermaster, fracture of left leg. 10. Charles Brown, third seaman, compound fracture of left thigh. 11. William E. Rochou, seaman, incised wound of right eyebrow. 12. Louis G. Vapallo, acting volunteer lieutenant, incised wound of left eyebrow and mouth. 13. William Jones, ordinary seaman, fracture of forearm. 14. James Williams, ordinary seaman, fracture of left leg. 15. Phineas Snyder, ordinary seaman, wound of left thigh. 16. Jacob Holt, landsman, wound of left hip. 17. Shultz B. Martin, landsman, abrasion of left hip. 18. Cornelius Collins, marine private, abrasion of left hip. 19. William H. Milliken, ordinary seaman, abrasion of left leg.

Total.—8 killed and 11 wounded. Grand total, 19.

Report of Captain James Alden, commanding United States steamer Brooklyn.

UNITED STATES STEAMER BROOKLYN,
Off Beaufort, N. C., December 30, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75, which not only calls upon commanding officers to give you a report of the part they took in the action of the 24th and 25th instant, but also their impressions as to the damage done to the enemy's works, the effect of our firing, and the defensibility of the fort after we had finished the bombardment.

On the first day, the 24th, this ship was in line of attack and opened fire on Fort Fisher at 12.50 p. m., being then within good "ten-second" range. The fire was kept up, with occasional intermissions for the men to rest, till 5.15, (more than four hours,) when darkness intervened, and the signal was made to retire. The enemy's fire, during the whole of that time, was much less than that of one of our large ships; an occasional shot was fired from Fort Fisher; a very feeble and desultory reply to our fire was kept up by the forts between the main work and the Mound battery, which latter was heard from but five or six times during the whole afternoon.

In a word, I am satisfied, from past experience, that if this ship, or any one of the larger ones, could have gotten near enough, say within two or three hundred yards, she would not only have silenced their batteries fully and entirely, but would have driven every rebel from the point.

On the second day, the 25th, this ship was sent to silence some of the enemy's earthworks, which were contiguous to the place fixed upon for the disembarking of the troops, to shell the woods, and to cover their landing. The first troops landed at about 2 p. m.; sent all our boats to assist. At 4 o'clock,

just two hours after the landing commenced, the general commanding came alongside this ship and said, "It has become necessary to re-embark the troops; will you send your boats to assist?" You can judge of my surprise at the turn affairs had taken, for at that moment everything seemed propitious. The bombardment was at its height, little or no surf on the beach, and no serious indications of bad weather. Still, the order for retiring had gone forth, and our boats were employed till very late (the launch not returning till next morning) in re-embarking the troops, the surf not interfering seriously with operations till near midnight, when it became impossible to land with any safety. Much dissatisfaction, I am told, was shown by the soldiers and their officers when they were informed that they were to re-embark, and it was with some difficulty that they could be made to get into the boats. They were loud in their denunciations of the order turning them back, saying that they had gone there to take the fort, and they were going to do it before they left, &c., &c.

The next day, the 26th, the surf was too high for safe transit from the shore, and this vessel was employed in making a reconnoissance of the enemy's works. Nothing new, however, was discovered, and after exchanging a few shots with Fort Fisher we returned to the anchorage for the night. The following day all our boats were sent, and, after some difficulty, the remaining troops were safely embarked.

I have endeavored in the above to give you my ideas of the effect of our fire on the enemy's works, which was to almost silence them. In regard to the damage done, it is, under the circumstances, impossible for any one to tell without a closer inspection, for, as you remember at Forts Jackson and St. Philip, everything from the outside seemed in *statu quo*, hardly any trace of injury was apparent, but on entering and looking around the terrible effect of the bombardment was manifest at every turn. So, too, at Fort Morgan, little or no injury could be discovered from without, but upon close examination it was found that almost every gun on its carriage was seriously damaged, if not entirely destroyed.

Now as to the "defensibility" of the fort. The rebels, I am satisfied, considered, from the moment that our troops obtained a footing on the shore, the work (battered as it was) was untenable, and were merely *waiting for some one to come and take it.*

The general commanding furnishes us with proof of that fact. I think, in his letter to you, informing you of his determination to withdraw, a copy of which you sent me, he says that "three or four men ventured upon the parapet and through the sallyport of the work, capturing a horse, which they brought off; * * * and also brought away from the parapet the flag of the fort." This was all done in open day and without resistance, if, indeed, there was anybody there who was disposed to question their right to such trophies. From that and other current testimony, I am satisfied that if our troops had not been stopped in their triumphant march towards Fort Fisher, they would have been *in it* before dark, and *in quiet possession without firing a shot.*

With great respect, I am your obedient servant,

JAMES ALDEN, *Captain.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander S. D. Trenchard, commanding United States steamer Rhode Island.

UNITED STATES STEAMER RHODE ISLAND,
Beaufort, N. C., January 1, 1865.

SIR: I have the honor to submit the following report of the part taken by the Rhode Island on the 24th ultimo, in the attack upon Fort Fisher and other batteries:

This steamer took her position in the line designated upon the general plan of attack at 2.50 p. m., opening fire with the starboard battery upon Fort Fisher and the Mound, swung around, moved head and stern, and continued the fire with the port battery until the signal was made to cease firing.

At 3.45 p. m. the flag on Fort Fisher was cut away by a gun from the 2d division. The Rhode Island was not struck, and there were no casualties on board during the action.

Lieutenant Frederick R. Smith, executive officer of this vessel, rendered valuable aid in carrying out my orders during the action and in getting the vessel into line. I have great satisfaction in stating that all the officers behaved with uncommon coolness, exhibiting great zeal in the discharge of their duties and encouraging the men to do the same. The petty officers, crew, and marines, one and all, behaved well at their guns and other stations, discharging their duties in a spirited manner, and maintaining a brisk and continuous fire upon the batteries.

I enclose herewith the gunner's report of ammunition expended during the engagement.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD, *Commander.*

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding North Atlantic Squadron.

Report of Commander J. C. Howell, commanding the Nereus.

UNITED STATES STEAMER NEREUS,
Beaufort, N. C., January 3, 1865.

ADMIRAL: This vessel having been ordered to support the iron-clads during the attack on Fort Fisher, on the 25th day of December, I stood in to three fathoms water, and at 11.8 a. m. opened fire; at 12.40 p. m. was ordered to shell the woods; at 1.12 p. m. ordered to assist in landing troops; at 2.15 p. m. Flag-pond battery, at which this vessel and two or three small gunboats had been firing occasionally, surrendered to the navy. There was no gun in the battery. Some sixty-five or seventy prisoners were taken. At 9.45 one of the Nereus's boats returned, the officer stating that he had been employed embarking troops.

December 26th, heavy sea on. But one boat, and that in charge of Acting Master E. L. Haines, of this vessel, got off during the day. Engaged shelling woods during the day and night.

December 27th, boats and men employed in embarking troops; shelling woods. At about 12 m. General Curtis and two officers visited the ship. General Curtis desired to express his acknowledgments to Acting Master E. L. Haines and Ensign G. M. Smith and the boats' crews of the Nereus for courage and perseverance in getting off his command. He informed me that

if he had not been ordered back and had been supported by the troops on shore, he could, in his opinion, have carried Fort Fisher. From all the information I have been able to gain on the subject, I think he was correct in his views.

There was no exception to the excellent conduct of officers and men. I am indebted to Lieutenant H. E. Mullan for intelligent services.

I am, very respectfully, your obedient servant,

J. C. HOWELL, *Commander.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Beaufort, N. C.

Report of Commander Daniel Ammen, commanding United States steamer Mohican.

UNITED STATES STEAMER MOHICAN,
Off Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to acknowledge the receipt of your General Order No. 75, directing commanding officers to make their report in relation to our attack on Fort Fisher and the adjacent earthworks, and also a copy of a communication to you from Major General Benjamin F. Butler, and in regard to some points touched upon you request an opinion.

At about 11.30 a. m. of the 24th the fleet got under way and stood in, in line of battle, towards Fort Fisher, bearing about west southwest, and some six or seven miles distant. The Mohican was kept closely in position assigned, following the leading vessel, the frigate Minnesota, and followed by the frigate Colorado, and she successively by the other vessels forming the main line.

At about 1 p. m. the Minnesota sheered in out of line and took up her position at anchor, opening at once on Fort Fisher, some twenty-one hundred yards distant. As per plan of battle, the Mohican was sheered in ahead of her, fired slowly on the fort to get a range and anchored, then opened briskly with the whole battery. The fort had opened on the Minnesota and on the Mohican previous to our anchoring. The Colorado sheered in ahead of us, letting go kedge astern, and then anchored and opened fiercely on the fort. The vessels forming the line then successively, with more or less success, took up their positions and opened.

The iron-clads, led by the New Ironsides, had anchored a few minutes preceding the Minnesota, some five or six hundred yards to the northward and westward, and were slowly getting their range when we anchored, and the outer line of vessels moved into position after the main line had anchored and opened on the Mound and several detached casemated guns.

The fire from the fort became weak as the vessels anchored and opened fire. It was soon apparent that they could not work their barbette guns without great loss of life, and the guns' crews no doubt retreated under shelter, with a few exceptions, where high traverses and favorable angles gave them great protection.

Different casemated guns, particularly those mounted in detached mounds and towards the Mound, continued to fire slowly and evidently with not much effect, nor would the position of the guns served favor an effective fire. The whole body of Fort Fisher was filled with bursting shells, and only at long intervals, if at all, was a gun fired from the main work. In the mean time, owing to the wind and the set of the tide, I found that the use of the propeller and the helm would no longer enable me to bring the broadside to

bear, and was obliged to weigh anchor and manœuvre under steam, holding our position as nearly as possible, and avoiding interfering with the firing of the other vessels.

After exhausting all the filled 9-inch shells on board ready for use, the Mohican was withdrawn from the line at about 4.10 p. m., making signal to you of the cause, and we commenced filling shells without delay. After sunset the fleet withdrew, and the Mohican ran into line and anchored.

At about 9 a. m. of the 25th, signal was made to get under way and form line of battle. The Mohican took her position, and the fleet stood in to the attack. When nearly under fire I was directed verbally from you "not to take position until further orders." The Minnesota, the leading vessel of the main line, proceeded in and anchored, got under way, and after various attempts obtained a well-chosen position, the main line awaiting her movements. The iron-clads, having preceded during this time, were in position, firing slowly and receiving a part of the fire of Fort Fisher. After the position of the Minnesota was satisfactory, I received orders from you about noon to take position close astern of the New Ironsides, which I did without delay, firing slowly until a good range was obtained, then opened briskly on the fort. I was enabled to see, through the absence of smoke, that our fire was very effective, delivered at a short ten-second range. One of the rebel guns was seen to be dismounted by our fire. Half an hour after we had anchored the Colorado passed ahead of the Minnesota and into position, anchoring and delivering a very effective fire. The whole line soon took position and opened very heavily and evidently with great effect, driving the rebels from their guns, with a few exceptions, as those in casemates and other places sheltered and distant. The position of the Mohican enabled me to see well, as I was first at anchor within half a ship's length of the New Ironsides, and finding that anchoring impeded an effective use of the battery, I weighed, and in delivering fire drifted one or two hundred yards nearer the fort.

At 2.05 p. m. the supply of ten-second fuzes and the rifle ammunition was exhausted, and the Mohican was withdrawn from action for the purpose of obtaining more, speaking the Malvern for the purpose and obtaining none. Not being directed to go under fire again, we remained spectators near the Minnesota until about 4 p. m., when I received orders to aid in debarking troops and proceeded to execute, but instead of debarking, aided in bringing off the soldiers that had already reached the shore.

It has not been my lot to witness any operations comparable in force or in effect to the bombardment of Fort Fisher by the fleet, and I feel satisfied that any attempt to keep out of their bomb-proofs or to work their guns would have been attended with great loss of life to the rebels, and would have proven a fruitless attempt.

On the first day we delivered two hundred and seventeen (217) 9-inch shells, fifty-nine (59) one hundred-pound rifle, and eighty-nine (89) thirty-pound rifle shells. On the second day we delivered one hundred and three (103) 9-inch shells, twenty (20) one hundred-pound rifle, and twenty-five (25) thirty-pound rifle shells, making a total of five hundred and thirteen.

Our firing was effective as well as rapid, and I have to express my high appreciation of the ability and zeal of Lieutenant J. D. Marvin, the executive officer of this vessel, and of Acting Master William Burditt, whose long and varied professional experience proved useful; Acting Boatswain Josiah B. Aiken, owing to a deficiency of officers, had charge of the one-hundred-pounder rifle and served it admirably. I have to express my satisfaction at the excellent behavior of the officers and crew, and do not doubt that when the occasion arrives when they should do so, they will stand to their guns as long as enough men remain to serve them.

In relation to the effect of the fire of the fleet on the fort, I beg leave to express my congratulations, as I did verbally on meeting you after the action. It did not require a visit to the fort to see that enormous traverses were nearly levelled as at the southeast angle. The stockade or abatis must have been much shattered, and the debris from the parapets must have filled in the ditch greatly. I feel satisfied that everything was effected that can be by powerful batteries against a sand work, and that we could and can keep the enemy in their bomb-proofs pending an advance of troops to the foot of the parapet.

The official letter of General Butler referred to states that General Weitzel advanced his skirmish line within fifty yards of the fort, while the garrison was kept in their bomb-proofs by the fire of the navy, and so closely that three or four men of the picket line ventured upon the parapet and through the sallyport of the work, is, I think, entirely confirmatory as to the effectiveness of our fire. He adds "this was done while the shells of the navy were falling about the heads of the daring men who entered the work," but appears to forget that at any given signal from an assaulting column that this fire would cease, and the enemy be found not defending the parapet, but safely stowed away in bomb-proofs.

I do not know what more could be asked of naval guns than to afford a safe approach to the foot of the parapet, with no lines of the enemy drawn up to receive our forces; beyond that, I suppose everything would depend upon the relative forces of the combatants and the vigor of the assault, and although the work might not in a military sense be much injured, I would think the likelihood of carrying the work would be greatly increased by such disposition without loss of life of the respective forces.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN, *Commander.*

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander J. C. Beaumont, of the U. S. steamer Mackinaw.

UNITED STATES STEAMER MACKINAW,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your order of the 30th instant, I would respectfully state, in addition to my report already rendered, regarding the part taken by this vessel in the attack upon the rebel forts and batteries at New inlet, N. C., on the 24th and 25th instant, that the fire from the guns of the fleet under your command was so rapid and effective as to paralyze and render feeble and inefficient the fire of the enemy's batteries.

Feeling satisfied, from the effects of our fire, that a hearty co-operation on the part of our land forces was only necessary to the complete success of the expedition, it was with great astonishment and mortification that I learned, on the evening of the 25th instant, that they were being withdrawn.

I am happy to be able to say that on the above occasions all under my command cheerfully and zealously performed their duty.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT, *Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties on the Mackinaw.

UNITED STATES STEAMER MACKINAW,
Cape Fear River, February 27, 1865.

SIR: In obedience to orders from Rear-Admiral D. D. Porter, of the 25th instant, I respectfully inform the department that the following casualties occurred on board this vessel on the 26th December last, from the bursting of a 100-pounder Parrott rifle:

John L. Griscom, acting ensign, killed.

Joseph Heard, O. S., slightly wounded.

I have the honor to be, very respectfully,your obedient serv't,

J. C. BEAUMONT, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander E. R. Colhoun, commanding United States iron-clad steamer Saugus.

UNITED STATES IRON-CLAD STEAMER SAUGUS,
Beaufort, N. C., December 31, 1864.

SIR: On the 25th instant, at 11.45 a. m., I anchored the Saugus in three fathoms water, within 800 yards of Fort Fisher, and opened fire. There was so little wind that the smoke prevented our seeing the effect of most of our shells. Still I had the satisfaction of seeing one gun dismounted by our fire, and also one by that of the Canonicus. My attention was so much engaged with watching our own firing on the northern portion of the fort, and for the advance of the army, in order to fire with rapidity just before the assault, that I did not observe closely the effect of the firing from the other vessels.

From the great number of shells which exploded in the fort the damage must have been very great. I saw that the enemy fired very little, and that only from three guns in Fort Fisher. I believe the fort could have been taken by assault with but little loss to the army. At 5.40 p. m. we ceased firing. We expended sixty-three shell and one shrapnell; total, sixty-four.

Very respectfully, your obedient servant,

EDWARD R COLHOUN, *Commander.*

Rear-Admiral DAVID D. PORTER.
Commanding North Atlantic Squadron.

Report of Commander A. C. Rhind, commanding the powder-boat.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Wilmington, December 26, 1864.

ADMIRAL: I have the honor to make the following report of the special service assigned me in connexion with your attack on the defences at New inlet.

In obedience to your order of the 23d instant, the powder-boat was taken in the night as near to Fort Fisher as possible, the distance reached being estimated by all officers present at from two hundred and fifty to three hundred yards from the beach.

Owing to the night being perfectly clear it became necessary to anchor her there to prevent discovery by the enemy and consequent frustration of the plan. Had the night been obscure, she could have reached apoint about one hundred and fifty yards nearer.

The vessel, though having steam, was towed in and piloted by the Wilderness to a point within a short distance of her station, when the Wilderness hauled off and remained near to take off the party from the powder-boat. The arrangements and movements of the Wilderness were in charge of Lieutenant R. H. Lamson, of the Gettysburg, assisted by Mr. J. S. Bradford, of the coast survey, and Mr. Bowen, bar pilot—the local knowledge and judgment of these gentlemen being of the greatest service to me in perfecting all the arrangements and carrying out the plan successfully. The party on board the Wilderness, commanded by Acting Ensign H. Arey, shared with us whatever of risk or danger attended the enterprise.

Our arrangements being completed, we started in from the station vessel —the Kansas, Lieutenant Commanding Watmough—at about 10.30 p. m. At about 11.30 the Wilderness cast off the powder-boat and anchored, the latter steaming slowly ahead until she reached a point E. by N. $\frac{1}{2}$ N. from Fort Fisher, and within three hundred yards of the beach. The wind was light off shore, and it was expected the powder-boat would tend to the tide if anchored. The anchor was accordingly let go, the fires hauled as well as possible, and the men put into the boat. Lieutenant Preston and I then proceeded to light the fuzes and fires. The latter were arranged by Second Assistant Engineer Mullan.

When all was fairly done, we observed that the vessel would not tail inshore, and therefore I let go another anchor with short scope. We then took to the boat and reached the Wilderness in safety at precisely midnight, slipped her anchor and steamed out at full speed, reaching in less than an hour a point about twelve miles distant from the powder-boat, where we hove to and run our steam down.

At precisely 1.40 a. m. the explosion took place, the shock being hardly felt, and four distinct reports heard. What result was occasioned near the vessel we can only estimate by the feeble fire of the forts next day. My opinion is that, owing to the want of confinement and insufficient fusing of the mass, much of the powder was blown away before ignition and its effect lost.

The fuzes were set, by the clocks, to one hour and a half, but the explosion did not occur till twenty-two minutes after that time had elapsed, the after part of the vessel being then enveloped in flames.

The following officers and men manned the powder-boat:

Commander A. C. Rhind; Lieutenant S. W. Preston; Second Assistant Engineer A. T. E. Mullan; Master's Mate Paul Boyden; Frank Lucas, coxswain; William Garvin, captain forecastle; Charles J. Bibber, gunner's mate; John Neil, quarter gunner; Robert Montgomery, captain after-guard; James Roberts, seaman; Charles Hawkins, seaman; Dennis Conlan, seaman; James Sullivan, ordinary seaman; William Hinnegan, second-class fireman; Charles Rice, coal-heaver.

The crew were all volunteers from my own vessel, the Agawam.

The zeal, patience and endurance of officers and men were unsurpassed, and I believe no officer could have been better supported. To Lieutenant Lamson, Mr. Bradford, and the officers and men of the Wilderness, we are indebted for the means of escape; and from the first start from Norfolk we, have received every desired assistance. The vessel was towed to Wilmington bar by the Sassacus, Lieutenant Commander J. L. Davis, who gave us at all times a cordial support. The Tacony, Lieutenant Commander Truxtun, sent us a relief crew after the gale. Both vessels furnished us a boat.

Very respectfully, your obedient servant,

A. C. RHIND, *Commander U. S. N.*

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Commander William G. Temple, commanding United States steamer Pontoosuc.

UNITED STATES STEAMER PONTOOSUC,
Off New Inlet, December 28, 1864.

SIR: I have to submit the following report of the operations of this vessel in the attack upon the rebel works at the mouth of Cape Fear river, from December 24th to 27th, inclusively.

At 11 a. m. of the 24th, after some previous manœuvring, we got under way in company with the fleet and stood in (with everything ready for action) in the wake of the four iron-clads until Fort Fisher bore southwest by south, when we opened fire at 1.06 p. m. with the 100-pounder Parrott rifles, at long range, and gradually closed in towards the position occupied by the sternmost monitor, from whence the 9-inch guns became effective, at a range of about 1,500 yards. At 1.16 p. m. the enemy fired their first gun; the Ironsides having commenced the action at 12.50 p. m., which soon became general along the whole line, as the various ships came into position. After having carefully ascertained our range, the guns of this vessel were kept constantly and rapidly playing upon the enemy's works, until the fleet hauled off at about 5.30 p. m. Our firing, so far as it could be distinguished from that of other vessels, seemed to be accurate and effective, particular embrasures being selected for targets, and shells being seen to strike and explode at the points indicated. We fired during the action 120 shells from the 11-inch guns and 92 from the 100-pounder rifles. At 2.35 p. m. this vessel was struck just abaft the starboard paddle-box by an elongated (probably percussion) shell, from a 6½-inch rifled gun, which projectile passed through the side of the ship, wounding a hanging knee, and barely clearing the main condenser of the engine, through the iron bulkhead of the engine-room and the starboard steerage and mess lockers, through the berth deck, cutting a beam entirely in two, and into the paymaster's storeroom, where it exploded close to the bulkhead of the shell-room, on striking the skin of the ship, and set the vessel on fire; the fire was soon extinguished, however; not much damage was done and nobody was hurt. Several other shot struck near enough to splash the water on deck, and others passed over us, but none other hit the vessel. The lower plates of both elevating screws (new pattern) to the 100-pounders were torn loose from the rear transom, by the breaking of their bolts in the first four discharges; but they were lashed securely in place and performed very well during the rest of the action.

The gig, launch, and both cutters were badly shattered by the concussion of the 9-inch guns fired beneath them, although they were 6 feet above the muzzles; many of the 100-pounder projectiles "wabbled," and some of them "tumbled," but a more liberal use of slush upon them seemed to correct this in a great measure.

We were employed during all that night and until 10 a. m. the next day in filling and fuzing additional shells, having nearly expended all that had been prepared. At 9.30 a. m. of the 25th, we got under way with the fleet, and proceeded, in company with the Iosco and several other gunboats, off the bar, where we opened a deliberate fire at 12.55 p. m. from the 100-pounder rifles, at long range, and continued the practice until 2.30 p. m., when we were ordered to haul off and send the boats in to remove torpedoes from the channel. We expended 46 rifle shells during this day's engagement, many of which were plainly distinguished to fall within the enemy's works, and meantime the batteries on shore made some good practice at us, dropping their shots quite near, but not hitting the vessel. The boats returned at 4 p. m., and the gunboats steamed up the coast to where the troops had in the

mean while been disembarked, and anchored for the night. At 9 p. m. we were ordered to send all boats to the beach to assist in re-embarking the troops; but on starting they were found to leak so badly as to be unserviceable, and returned.

We were employed all the next day, the 26th, in repairing the boats, and just after sunset were sent in to within about 600 yards of the beach (on the right of our troops, who, owing to the surf, had not succeeded in getting on board their vessels) for the purpose of supplying them with provisions, protecting them from the enemy, and boating them off to their transports. On anchoring, we received two messages from the army authorities, stating that the enemy were massing large forces on the right and front of our troops, and that a momentary attack was expected. As we had taken up our position after dark, and had therefore been unable to get the bearing and distance of our own troops, we remained at the guns all night without firing, waiting for the attack to commence, that we might know where to aim; but no attack was made, and no sign of an enemy seen from this vessel. At daylight of the 27th our three boats were despatched to the beach with provisions, and with the means prepared for sending them through the surf to the troops on shore; but the provisions were declined and returned, and the boats remained until noon taking the troops off to their vessels.

At 1 p. m., when the last man had been re-embarked, and the last transport was under way and standing out, we also got under way and anchored with the fleet in the offing, without having seen a single rebel soldier, although another message had been received at 10.30 a. m. that the enemy were massing for an attack.

The officers and men of this vessel behaved admirably throughout the whole four days, and performed their duties at the guns and elsewhere with most commendable coolness and precision, more particularly in view of the short time (only ten days) that they had been on board and under drill; but where all behaved so well, it would be invidious to particularize any one.

Respectfully,

WM. G. TEMPLE, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Report of Lieutenant Commander T. C. Harris, of the U. S. steamer Yantic.

UNITED STATES STEAMSHIP YANTIC,
Beaufort, N. C., January 2, 1865.

SIR: In obedience to General Order No. 75, I have the honor to submit the following report of the part this vessel took in the attack on Fort Fisher, New inlet, N. C., on the 24th and 25th December, 1864:

My position on the 24th was to the northward and eastward of Fort Fisher, distant about two thousand yards, and was doing good execution, when, at 3 p. m., the 100-pounder rifle burst—(having been fired, since the vessel has been in commission, but *nineteen times*)—mortally wounding the officer commanding the division, the captain of the gun, and slightly wounding four of the crew. The vessel being badly shattered, not knowing the extent of the damage, and having lost what was designed to be the most effective gun, I hauled out of fire. Having obtained additional medical assistance from the Fort Jackson, I, at 4.30 p. m., again stood in and opened fire with my only remaining effective guns—the 30-pounder rifle and 9-inch gun.

On the 25th I was assigned the duty of assisting to disembark the troops and cover the landing.

Owing to the accident just mentioned, and my non-participation in the attack of the 25th, prevents me from giving any decided opinion as to the injury done to the fort, as a defensive work. I cannot, however, refrain from giving my testimony as to the accurate and rapid fire of the fleet; no better confirmation could be required that the navy did their work well, than the fact that the enemy, protected as they were by formidable works, could only make a very feeble reply.

At 2 o'clock p. m., on the 25th, a portion of the troops were landed amid deafening and encouraging cheers from the men-of-war and from the troops still on board the transports; cheers which were echoed by the fleet, by a fire that elicited but a feeble response from the fort. The landing of the troops was rapid when fairly commenced, and everything seemed to token that the army would soon have possession of the enemy's works; when, to the surprise and mortification of all, General Butler stopped the further disembarcation of the troops, and gave orders to re-embark those already on shore.

I congratulate you, sir, upon the brilliant share the navy took in the attack of the 24th and 25th; the work was well done. Had the army performed their part, the federal flag would now be flying over the ramparts of Fort Fisher—a fitting Christmas present to be side by side with that of the glorious and gallant Sherman.

I have the honor to be, sir, very respectfully, your obedient servant,

T. C. HARRIS, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties on the Yantic.

UNITED STATES STEAMER YANTIC,
New Inlet, N. C., February 28, 1865.

SIR: I have the honor to forward a duplicate copy of the surgeon's report of the killed and wounded on board this vessel, December 24, 1865, from the bursting of the 100-pound Parrott rifle.

Very respectfully, your obedient servant,

T. C. HARRIS, *Lieutenant Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

UNITED STATES STEAMER YANTIC,
Off Wilmington, N. C., December 24, 1864.

SIR: I have to report the following casualties on board this ship, resulting from the bursting of the 100-pounder rifle in the engagement with Fort Fisher to-day.

Mortally wounded, 2: Edward Winnemore, acting ensign, right leg blown off at the knee, and a compound comminuted fracture of the lower third of the thigh; since died. James Horton, boatswain's mate, a compound comminuted fracture of the right foot, leg, and thigh; since died.

Slightly wounded, 3: Richard G. Husted, landsman, contusion of left leg. Theodore Vannatta, ordinary seaman, face and neck burned by powder. Robert Adelton, 2d C. painter, face and neck burned by powder.

I am, very respectfully, your obedient servant,

H. K. WHEELER, *A. A. Surgeon.*

Lieutenant Commander T. C. HARRIS,
Commanding U. S. Steamer Yantic.

Report of Lieutenant Commander John L. Davis, commanding United States steamer Sassacus.

UNITED STATES STEAMER SASSACUS,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to report that this vessel, in the actions of the 24th and 25th instant, in line of battle, in position assigned by your order, fired 123 100-pdr. Parrott shell, 10 100-pdr. shrapnell, 119 IX-inch shell, 49 20-pdr. Dahlgren shell, 12 12-pdr. Dahlgren shell, all of which were directed with care and deliberation at Fort Fisher, and the enemy's works adjacent thereto. It may not be amiss to state that the conduct of the officers and men was commendable during the two days' engagement. The fire of the ships throughout appeared to be overwhelming, the enemy not replying when our guns opened with vigor.

The impression on my mind was, that the works of the enemy were much injured, so much so that an assault, determinedly made, would result in their capture; and my astonishment was great when I heard that the army had resolved on a retrograde movement, as I considered that a corresponding effort made by the land forces would have secured the success of the combined attack of the army and navy.

I have the honor to be, very respectfully, your obedient servant,
JOHN L. DAVIS, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding N. A. Squadron.

Report of Lieutenant Commander Truxtun, commanding United States steamer Tacony.

UNITED STATES STEAMER TACONY,
Beaufort, N. C., December 30, 1864.

SIR: I have just received your General Order No. 75, directing me to report on the condition of Fort Fisher and the works near it, at the close of the late naval attack made upon it by the fleet under your command on the 24th and 25th instant, and whether it was "uninjured as a defensive work," as asserted by General Butler.

In reply, I have to state that the enemy's fire on both days was much less than I had expected. The barbette guns were completely silenced, while the casemated batteries fired but rarely. On the close of the 25th the fire of the batteries was so feeble, it seemed to me the assault by the army might have been made with every prospect of success. I was in a position commanding a clear and unobstructed view of the north face of Fort Fisher, upon which I counted nine (9) guns without a man near them, and from which I did not see a shot fired for hours. These guns commanded the sea-beach on which the troops had landed, and upon which they could plainly be seen advancing in widely separated detachments towards the fort.

Up to sundown I am quite certain no assault on the works was made by the troops. At daylight I learned to my surprise they had not only embarked, but were leaving for Hampton roads. I am unable to state the condition of the works; but I am certain the navy performed all that could have been expected of it, and that it did not receive from the army the spirited and gallant support it looked for.

Very respectfully, your obedient servant,
W. T. TRUXTUN, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding N. A. Squadron.

Report of Lieutenant Commander Watmough, of the U. S. gunboat Kansas.

UNITED STATES GUNBOAT KANSAS,
Beaufort, N. C., December 31, 1864.

ADMIRAL: I have the honor to submit the following report of the part this vessel took in the actions of the 24th and 25th instant against Fort Fisher:

Our position was along the beach to the northward of Fort Fisher, and distant from the fort from nineteen to twenty-three hundred yards. This vessel was not struck, nor any accident incurred other than the fracture of the 100-pounder, careful and repeated impressions of the vent showing this fact.

The fleet once in position, the fire from the fort was almost entirely suppressed, even with the most deliberate and limited fire from the fleet. It was evident to all that the rapid firing from three or four of our frigates, permitted for a few minutes on the afternoon of the second day, did make it impossible for the garrison to offer the least resistance to the approach of an assaulting column. I witnessed the advance of the skirmishers' line of the land forces, in the afternoon of the second day, and estimated that they were within five hundred yards of the fort, and unmolested at that point. I have no doubt but the army could have gained a footing on the parapet at that time. Two or three explosions occurred inside of Fort Fisher, and heavy fires—probably the quarters. I think three or four guns were dismounted on the northern parapet, and from the fire of the iron-clads am certain a number must have been disabled.

I am, sir, very respectfully, your obedient servant,

PEND. G. WATMOUGH,
Lieutenant Commander.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Commander R. Chandler, commanding United States steamer Maumee.

UNITED STATES STEAMER MAUMEE,
Beaufort, N. C., December 30, 1864.

SIR: In obedience to General Order No. 75, I have the honor to make the following report:

The position of this vessel in the line of battle on the 24th and 25th instant was favorable for observing the firing of the fleet. Many of our shells burst within the earthworks, and on both days the response was very feeble considering the number of guns mounted.

As far as I saw, only a few casemated guns on the southeast face of Fort Fisher fired, and only at intervals of from fifteen minutes to three-quarters of an hour. On the 25th, after a few rounds, nearly all the shot and shell from the iron-clads landed in the fort or parapet, and the other vessels engaged fired with accuracy and coolness, driving the enemy from their barbette guns, and plunging shot into the earthworks. I might have gone upon the parapet and gained information as to the extent of damage sustained by the fort, apparently without much danger, but as I was under the impression that the troops were sent there for that purpose, I did not make the reconnoissance, and consequently am unable to report upon the subject.

I shall always believe that if Fort Fisher had been assaulted on the afternoon of the 25th instant by the troops under General Butler's command, it would have been taken and held with very small loss.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant Commander, Commanding.

Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Commander G. E. Belknap, of the United States Steamship Canonicus.

UNITED STATES STEAMSHIP CANONICUS,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to submit the following report respecting the part taken by this vessel in the actions of the 24th and 25th instant, at New Inlet, near Wilmington, N. C.:

At 11.15 a. m., December 24, in obedience to general signal from the flag-ship, I got under way, and taking position in line of battle immediately astern of the New Ironsides, steamed slowly in for Fort Fisher, and at 0.40 p. m. opened fire upon that work. Keeping under way, I engaged the enemy during the afternoon, at a distance varying from 900 yards to 1,200 yards.

The enemy paid little attention to the iron-clads, directing their principal fire at the wooden ships, and in course of an hour and a half, so far as I could observe, were entirely silent

At 5.35 p. m., withdrew from action, by signal from the New Ironsides, and anchored near that ship in eight fathoms water, having expended eighty-five (85) XV-inch shells, and one (1) shrapnell.

At 9 o'clock the following morning, general signal having been made to "get under way" and "prepare for battle," weighed anchor and steamed in towards the rebel batteries, as on the preceding day, and at 10.45 a. m. began to engage the enemy.

In the course of three-quarters of an hour we had the satisfaction of dismounting two (2) guns in the eastern parapet of the fort—due to the excellent gunnery of the executive officer, Lieutenant R. S. McCook.

About 12 o'clock (noon) the other monitor, having closed up near our position, came to anchor at a distance of 800 yards from the fort. At 2.40 p. m., our ammunition had become exhausted, when I reluctantly withdrew to the rear, having fired forty-nine (49) shells and nine (9) shrapnell.

Probably no work was ever subjected to so heavy a fire before, and certainly the enemy could not and did not stand at their guns after the fleet had fairly become engaged. From the explosion and large fires which occurred inside the rebel works, there could have been no place of refuge for the garrison except in the bomb-proofs; and I am firmly of the opinion that, at any time after three o'clock p. m. on each day of attack, the fort might have been occupied and held by our land forces with very slight loss. Their failure to do so was doubtless more of a surprise to the enemy than to the fleet.

We received in all four (4) hits, one (1) on the side armor and three (3) on the smoke-stack; neither of which did any material damage.

I am happy to report no casualties on board.

The guns and turret worked beautifully, and the officers and crew displayed the greatest enthusiasm throughout both engagements. While all

did their duty well, I cannot forbear special mention of the executive officer, Lieutenant R. S. McCook, who has been untiring in his efforts to make the ship efficient in every respect. The accuracy and comparative rapidity of our fire attest the proficiency of the guns' crews under his drill and training.

My thanks are also due to Chief Engineer D. B. Macomb, who has taken great pains to keep the engines and turret machinery in perfect condition.

Assistant Paymaster R. P. Lisle rendered good service as signal officer.

Very respectfully, your obedient servant,

GEORGE E BELKNAP,
Lieutenant Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-ship Malvern.

Report of Lieutenant Commander A. W. Weaver, commanding United States steamer Chippewa.

UNITED STATES STEAMER CHIPPEWA,
Off New Inlet, N. C., December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to make the following report of the part taken by this vessel in the actions with the enemy's forts at the mouth of Cape Fear river on the 24th and 25th instant:

At 11 a. m., on the 24th instant, took position in line of battle, as ordered by signal, and cleared ship for action. At 2.20 p. m. took our position as per chart plan, and at 2.35 p. m. opened fire on the enemy's batteries between Fort Fisher and the mound. Continued firing until 5.35 p. m., and when ordered to retire the enemy's works seemed to be much damaged, and at times their guns were completely silenced.

At 9.55 a. m., on the 25th instant, took our position in line of battle, as ordered by signal, and at 10.40 a. m. commenced engaging the enemy's forts. At 11 a. m., in obedience to signal, ceased firing, and sent a boat provided with grapnels over the bar to drag the channel for torpedoes.

At 4.30 p. m. stood to the northward, and at 5.30 anchored near the army transports, and sent boats to assist in landing troops.

The firing from the fleet was the best I ever witnessed. The forts seemed to be much damaged, particularly Fort Fisher; and, in my opinion, had an assault been made on that work by our land force on the evening of the second day's engagement, it could have been carried with but little opposition.

In conclusion, I have to state that every officer and man on board this vessel did his duty.

I am, very respectfully, your obedient servant,

A. W. WEAVER, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Com'dg N. A. Squadron, Flag-Ship Malvern, Beaufort, N. C.

Report of Lieutenant Commander Frank M. Ramsay, commanding United States steamer Unadilla.

UNITED STATES STEAMER UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75.

In the engagement of the 24th and 25th instant with Fort Fisher this vessel fired one hundred and twenty-two 11-inch shells, six 11-inch shrap-

nell, one hundred 20-pounder shells, twenty-five 20-pounder shrapnell, and four 20-pounder shot. The firing from the vessels engaged was the most accurate that I have ever seen, and was so heavy that on the 25th the rebels did not approach the "seventeen guns protected by traverses" spoken of by General Butler.

The response from the fort was very feeble, and particularly so on the 25th. The only gun I saw fired on that day, on the northeastern face of the fort, the side on which the "seventeen guns" were, was a casemate gun, which did not bear up the beach, and it was fired very irregularly.

In my opinion, had the troops been landed early on the morning of the 25th, and any attempt been made by them to take the fort, it would have been ours before sunset. At 1 p. m. the condition of the fort was such, as well as I could judge, that it was only necessary for troops to march in and take possession.

After the ammunition of this vessel for the heavy guns had been expended, all the boats were sent to assist in landing the troops.

At 5 p. m. the boats returned, and the officers in charge of them reported to me that they had been told, by a general, to return, as he did not wish to land more troops that evening.

The last load of troops taken on shore by the launch was ordered back to the transport.

I would respectfully call your attention to that part of General Butler's communication to you in which he speaks of having captured Flag-pond Hill battery.

Flag-pond Hill battery was captured by a boat's crew from the gunboat next ahead of this vessel.

The troops were not near the battery at the time it surrendered, and had nothing whatever to do with its capture.

This vessel was close to the battery, and the whole affair was witnessed by the officers and crew, who gave three cheers as the boat's crew took possession and raised the United States flag.

I beg leave to call your attention to the enclosed statements in regard to it.

Very respectfully, your obedient servant,

FRANK M. RAMSAY,
Lieutenant Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES STEAMER UNADILLA,
Beaufort Harbor, N. C., December 31, 1864.

SIR: In obedience to your request, I submit the following statement of the surrender and occupation of the small work known as Flag-pond battery, on the beach to the northward of Fort Fisher, on the afternoon of the 25th instant:

Flag-pond battery was occupied, and the American flag placed on it, by a boat's crew from one of the naval vessels, and the garrison marched out as prisoners, before the *skirmishers* in advance of General Butler's army reached it.

Very respectfully,

JOHN CULLATON,
Acting Ensign U. S. N., U. S. S. Unadilla.

Lieut. Com. F. M. RAMSAY,
Commanding United States Steamship Unadilla.

UNITED STATES STEAMER UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your order, I respectfully submit the following report in regard to the capture of Flag-pond battery, between the hours of two and three p. m., December 25, 1864. While the troops were landing and forming a line of battle, I saw a white flag flying on the battery, and at the same time a boat from one of our navy steamers pulling towards the beach. The boat landed abreast of the battery. Immediately an officer, with a part of the boat's crew, with a Union flag, advanced rapidly to the battery and planted the flag on its ramparts, for which the officers and crew of this ship gave three cheers. Shortly after I saw our men with some of the prisoners marching from the battery to the boat, embark, and pull to one of our navy steamers. During the march to the boat and the embarcation the army skirmishers came up to the battery.

Respectfully submitted.

CHARLES WIEDENBEIN, *Acting Ensign.*

Respectfully forwarded to Admiral Porter.

FRANK M. RAMSAY,
Lieutenant Commander, Commanding.

UNITED STATES STEAMER UNADILLA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to your request, I respectfully submit the following statement in reference to the capture of the Flag-pond Hill battery, so called:

Our ship, having been withdrawn from the bombardment of Fort Fisher, was, with several other gunboats, engaged in covering the landing and advance of the troops on shore. While our howitzer division were at their guns and throwing shells across the beach, I observed a movement in the battery referred to (which had hitherto shown no signs of being occupied) and immediately after a flag was raised above the battery, which was decided by our officers to be a white flag, and a signal of surrender. At that time a comparatively small number of our troops had reached the shore, and the advance guard had not left the vicinity of the landing. Some ten minutes after the raising of the flag on the battery a boat left the gunboat next ahead of us and pulled for the shore, and on arriving there the officer in charge seized the boat's ensign, ran up the beach, and waving the flag several times, planted it upon the top of the battery. Our ship's company then gave three cheers, immediately followed by three more. At that time none of the troops were within a hundred yards of the battery, although a small number had been moving in that direction while the boat was pulling to the shore. As soon as the cheering was over, the men who had occupied the battery were seen coming from the same and towards the boat. About this time the foremost of our troops came up and the assemblage became mixed.

Very respectfully, your obedient servant,

BENJAMIN F. BEE,
Acting First Assistant Engineer, U. S. N.

F. M. RAMSAY, *Lieutenant Commander, Commanding.*

Report of Lieutenant Commander E. E. Potter, commanding United States steamer Mahopac.

UNITED STATES STEAMER MAHOPAC,
Beaufort, N. C., January 1, 1865.

SIR: In obedience to General Order No. 75, I have to make the following report:

On the 25th ultimo, at 9 a. m., I moved this vessel into line of battle, in obedience to signal from the New Ironsides, and anchored eleven hundred (1,100) yards from Fort Fisher, and three hundred (300) yards from the beach. Commenced action at 11.20 a. m. I found, after the fleet got to work, but two guns firing at us—one Whitworth, small size, and one Brooks, (120-pounder, as near as I could judge.)

During the afternoon saw a line of skirmishers advance towards the fort entirely unmolested. No other body of troops advanced nearer to the fort than an earthwork that I judged to be full one and one-half mile from the main work.

I remained at anchor until dark. My impression of the action is, that if the skirmishers had been properly supported, and the assault made, Fort Fisher would have been captured.

I would recommend to your notice Acting Assistant Paymaster Poole, who took soundings, and assisted me with signals, the only officer except myself outside of the protection of the vessel.

I am, sir, very respectfully, your obedient servant,

EDWARD E. POTTER,
Lieutenant Commander U. S. Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Commander M. Sicard, commanding United States steamer Seneca.

UNITED STATES STEAMER SENECA,
December 31, 1864.

ADMIRAL: I would respectfully report that, in the action of the 24th and 25th instant, this vessel was with the vessels on the extreme right that were operating with the iron-clads.

It was evident from the first half hour of the engagement that the enemy did not intend seriously to reply to the fire of the fleet. This vessel fired 122 11-inch shells and 140 20-pounder Parrott shells at the northeast face of Fort Fisher during the two days' bombardment.

Our division fired quite slowly on the second day, and as I was quite close to the fort in the afternoon, and only fired at long intervals, the enemy fired at me several times with a heavy rifle, which, however, did no damage, being evidently hurriedly pointed. This gun could have been silenced in a few minutes if the vessels had chosen to throw away shot on it; and as it was, by an occasional shot from the division, it soon ceased its fire. I refrained from firing much towards the close of the second day's work, because I expected an assault by the troops, and I wished to save my shrapnell for the purpose of covering their advance.

I was much disappointed that the army did not make an attempt on the fort. I saw the advance of a skirmish line, and of a reserve, (comprising in all about 80 men.)

They advanced quite close to the works—within pistol-shot. After that I lost sight of them until I saw two returning along the beach with the flag of the fort, which had been shot away about an hour previously by a monitor.

At dusk, and for a short time after, there was some musketry firing between this skirmish line and the fort, but up to dark no attempt was made by any adequate body of the army to assault the fort.

It is my opinion that the fire of the fort was completely under the control of the fleet, and that we could stop it whenever we chose, as the fire by the two frigates on the afternoon of December 25th abundantly showed. In fact, the fort was silent nine-tenths of the time that we were engaging it. I am furthermore of opinion that the fort could not hold out against a combined attack of the army and navy.

I think it a good proof of the effectiveness of the fire of the fleet that though our skirmishers advanced so close to the fort, no serious fire was opened on them. Indeed, I do not know from my own observation, (and I was in a good position to see,) that they were fired on at all in this first advance; and I scarcely think that the enemy would have suffered his flag to be upon the ground so long after it was shot away, (though he must have known that we were landing troops, and that from the flag's position it was very liable to capture,) unless he had been fearful to venture out and recover it under our fire.

I am, very respectfully, your obedient servant,

MONTGOMERY SICARD,
Lieut. Commander, Commanding U. S. Steamer Seneca.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieut. Commander R. H. Lamson, commanding United States steamer Gettysburg.

UNITED STATES STEAMER GETTYSBURG,
Off New Inlet, N. C., December 26, 1864.

SIR: I have the honor to submit the following report of the part taken by this vessel in the actions of the 24th and 25th of December, 1864:

At 11 a. m. on the 24th I returned on board of this vessel from the Wilderness, and carried your orders to Captains Glisson and Rolando in regard to their divisions. In the mean time the fleet was steaming in towards the forts in order of battle; at 12.55 p. m. the New Ironsides commenced the action, quickly followed by the other vessels, the forts returning the fire briskly.

Having obtained permission from Captain Rolando to move in nearer, I took a position on the port-bow of the Brooklyn, and opened fire on Fort Fisher and the Mound, keeping it up steadily till the signal to retire for the night.

At 4 55 p. m. the Osceola, on our starboard bow, was disabled, and the Gettysburg took her place till 4.55 p. m., [?] when we were called alongside the flag-ship by signal, and directed to carry orders to the vessels off Western bar, at the same time the signal was made for the fleet to retire for the night.

I proceeded to Western bar, and returning the next morning, (25th,) found the iron-clads and all the heavier vessels engaging Fort Fisher, and the other vessels covering the landing of the troops on the beach. All the available boats of these vessels were employed in landing troops.

I was directed by you to carry a message to General Butler, and to assist in landing troops. At 12 m. no troops had been landed, though many boats

were in waiting, and it appeared to me that the most inexcusable dilatoriness was manifested in getting the troops started ashore, and I was struck with surprise that no more effort was made to hasten their landing. General Butler informed me that the steamer containing his surf-boats was at Beaufort.

Just as the first troops landed a white flag was shown from the Flag-pond battery, which was directly under the guns of the vessels, and a boat from the Santiago de Cuba landed and took possession.

During the afternoon the vessels covering the troops fired occasionally into the woods, but no enemy was visible in that direction. Towards evening I was informed that General Butler had ordered the troops to re-embark, and boats were sent to assist in bringing them off. At 8 p. m. I was ordered to go down between the iron-clads and the bar on picket duty.

On the first day the firing was very good, both the flagstaff on Fort Fisher and that on the Mound being shot away. No effort was made to replace the flag on the fort during the action. The entire interior of the fort was in dense flames, and several of the guns appeared to be dismounted, and the parapets as much injured as those of a sand fort can be by the fire of artillery.

On the second day the firing, as viewed from my position, was splendid. Scarcely a shell seemed to miss the fort, which was kept enveloped in a cloud of smoke and sand, the guns being completely silenced.

While on board General Butler's flag-ship, himself and his officers repeatedly expressed the highest admiration at the remarkable precision and the terribly destructive effect of the fire of the fleet. General Butler remarked that no fortification in the world had ever before been subjected to so terrible a fire.

From a careful observation of the fort, I do not doubt in the least but it could have been carried by the assault of two or three thousand men, under cover of the fire of the fleet. It is impossible that there could have been more troops in the fort than the bomb-proofs could contain, and the fact of four of General Butler's men getting inside and bringing out the flag of the fort shows it was but weakly guarded.

During a year's experience on this part of the coast I have scarcely seen a more favorable opportunity for landing troops on the beach.

The conduct of my officers and men, under all circumstances, has been all that I could desire.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding North Atlantic Squadron.

Report of Acting Volunteer Lieutenant Samuel Huse, commanding United States steamer Britannia.

UNITED STATES STEAMER BRITANNIA,
Beaufort, N. C., December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to submit the following report of the part taken by this vessel in the late attack on Fort Fisher:

Arrived from Western bar on the evening of the 24th. On the morning of the 25th was ordered by you to report to Captain Glisson, commanding the United States steamer Santiago de Cuba, to assist in covering the landing of the troops in the vicinity of Half Moon battery. I anchored this vessel in line of battle, in four fathoms water, about two hundred and

fifty yards from the beach, and directly opposite Flag-pond Hill battery; upon which, as I saw it was full of soldiers, I opened and continued a rapid fire with 24-pound howitzers. Just as the first boat was landed, containing troops, about three-quarters of a mile above, a white flag was displayed on Flag-pond Hill battery, upon which I ceased firing, and sent a boat in charge of Acting Ensign W. H. Bryant to take possession, which he did, planting our flag upon the work, and capturing about seventy prisoners, who were sent on board the Santiago de Cuba by boats belonging to vessels in the vicinity. Boats from this ship were employed until after midnight carrying troops.

On the 26th too much surf to bring off troops. Remained at anchor near the shore, shelling the woods all night at intervals.

At daylight on the morning of the 27th veered chain, backed in, and ran a line to shore. Boats were employed until 11.45 a. m. re-embarking troops, until every man was off the beach.

Ammunition expended: sixty-two (62) shell for 30-pounder Parrott; two hundred and twenty (220) shell for 24-pounder howitzers.

I have the honor to be, sir, very respectfully, your obedient servant,

SAMUEL HUSE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Blockading Squadron.

Additional report of Acting Volunteer Lieutenant Samuel Huse, commanding United States steamer Britannia.

UNITED STATES STEAMER BRITANNIA,
Beaufort Harbor, N. C., January 1, 1865.

SIR: In obedience to your order, just received, I have to submit to you the following report:

Arrived in this ship off Beaufort early on the morning of December 30, 1864. I was myself too ill to go on deck, and left the control to my executive officer, Acting Master Joseph S. Cony. We had a jack flying for a pilot till we had nearly reached the bar buoy, but, as none came, Mr. Cony sent me word that, unless I objected, he would follow a tug-boat in, which he did. We had lost both our anchors, and had only a kedge lashed to some broken pieces with which to bring up. Mr. Cony says that, after passing Fort Macon, he saw no berth sufficiently clear to enable him to bring up, with the light ground tackle we had, without danger of fouling some other ship; and he got her head to wind and tide, and tried to shoot across and anchor about abeam of the Iosco, but not succeeding, steamed down past the storeships, and putting the helm hard a-starboard, ran across, outside all the iron-clads, intending to anchor close to one of the coal schooners east of them, but, owing to the strength of the tide and wind, and the slowness with which this ship turns off the wind, got aground on this shoal in the act of turning.

Every exertion was instantly made to get the ship off. A line was run to the nearest vessel, and I myself went for a tug, which came to our assistance, but not in time to get us off before high water.

Mr. Cony brought this ship in without a pilot because he knew I had urgent orders from the senior officer off Western bar to return with all

despatch, and he hoped to save a day by coming in when he did; and as he had gone in and out before without a pilot, apprehended no trouble. I deem it due to him to state that I have found him a zealous and efficient officer, devoted to his duty and the public interest.

I have the honor to be, sir, very respectfully, your obedient servant,

SAMUEL HUSE,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding N. A. B. Squadron.

Report of Acting Volunteer Lieutenant J. MacDiarmid, commanding United States steamer Governor Buckingham.

UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Beaufort, N. C., January 1, 1865.

SIR: I have the honor to submit the following report of the operations of this vessel in the late attack on Fort Fisher and the neighboring batteries:

At 1.20 p. m., 24th instant, signal was made from the Keystone State to attack the Mound and batteries. At 1.30 p. m. took a position between the United States steamers Quaker City and Monticello, opened fire on the fort and Mound, firing with good effect. At 5.30 ceased firing, in obedience to signal from flag-ship. Stood off shore and anchored.

At 9.10 a. m., 25th instant, followed the United States steamer Santiago de Cuba in the direction of the Half Moon battery. At 10.20 a. m. opened fire on the Half Moon battery; received no response; standing slowly to southward. At 11 a. m., in obedience to an order from Captain O. S. Glisson, anchored abreast of Flag-pond battery; could see that there were men in it; opened a heavy fire on it from five rifled guns. At 11 a. m. sent the launch and second cutter to the Santiago de Cuba.

Transports coming in slowly; at 3 p. m. sent the gig, in charge of Acting Paymaster Lynford Lardner, to assist in landing the troops. At 2.40 p. m. a white flag was shown from the battery on Flag-pond Hill; the troops at the time were pulling for the shore; an army launch was training a howitzer on it; I hailed them not to fire. Boats were pulling rapidly for the shore from the Britannia, Howquah, Santiago de Cuba, and other vessels. An ensign from the Britannia was first on the beach; he ran up to the battery, planted the United States flag, and received the surrender of the forces in the battery. About 5 p. m. orders were given from an army tug not to land any more troops; boats returned to the ship. Shortly after dark received orders to send all of my available boats to assist in re-embarking the troops; immediately despatched the launch and second cutter; the boats returned at midnight to the ship, the surf being too heavy for them. Anchored through the night in four fathoms water, in a good position to cover our troops in the event of their being attacked.

During the 26th instant surf too heavy for our boats; firing an occasional shot in the direction of where the rebel troops were supposed to be. At 4 p. m. received a request from Brigadier General Curtis, through Lieutenant DeKay, of Major General Butler's staff, to fire over the woods, as the enemy were massed in his front and both flanks. Communicated with Commander J. C. Howell, commanding United States steamer Nereus. He ordered me to move further to the southward and protect the left flank of the army. Hove up anchor; stood about half a mile to the southward; anchored and commenced firing slowly. Throughout the night fired a gun every fifteen minutes just to the left of our troops on shore. At 8 a. m., 27th instant, de-

spatched the launch and second cutter to assist in bringing the troops off from the beach. At noon they returned to the vessel, all the troops having been got off. At 1 p. m. stood off shore.

I am of the opinion that had the troops on shore been properly supported they would have got into the fort.

Very respectfully, your obedient servant,

JOHN MacDIARMID,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Beaufort, N. C., January 2, 1865.

SIR: I have the honor herewith to enclose the reports of Acting Master's Mates F. H. Poole and William W. Hunter, who were in charge of boats from this ship engaged in landing and re-embarking troops.

Also, report in relation to Henry Driesback, coal-heaver.

Very respectfully, your obedient servant,

JOHN MacDIARMID,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

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UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Beaufort, N. C., December 29, 1864.

SIR: In obedience to your orders, was in charge of the second cutter of this vessel, engaged in taking off troops from shore to army transports on the 25th and 27th instant; had in my boat different army officers who freely gave me their opinion that Fort Fisher could have been easily taken on the 25th instant, and they very deeply regretted that they were ordered to re-embark without assaulting. I recollect one officer in particular saying that ten of his men lay under the embrasures all night, and that it could have been carried very easily.

Very respectfully, your obedient servant,

FRANCIS H. POOLE,
Acting Master's Mate, United States Navy.

Acting Volunteer Lieut. JOHN MacDIARMID,
Commanding U. S. Steamer Governor Buckingham.

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UNITED STATES STEAMER GOVERNOR BUCKINGHAM,
Beaufort, N. C., December 29, 1864.

SIR: In obedience to your orders, I was in charge of the first cutter of this vessel, on the 25th and 27th instant, engaged in taking off troops from shore to the army transports; was in conversation with army officers who had been down on a reconnoissance to Fort Fisher; they told me that they fully believed that the fort could have been carried by assault by the troops that were on shore on the 25th instant, and they felt very much surprised, as

well as deeply mortified, at being ordered to re-embark without making the assault. I also heard great dissatisfaction with officers and men at their being withdrawn from what they all considered an easy victory already within their grasp.

Very respectfully, your obedient servant,

WILLIAM W. HUNTER,
Acting Master's Mate, United States Navy.

Acting Volunteer Lieut. JOHN MACDIARMID,
Commanding U. S. Steamer Governor Buckingham.

Report of Acting Master S. P. Crafts, commanding United States steamer Little Ada.

UNITED STATES STEAMER LITTLE ADA,
Beaufort, December 31, 1864.

SIR: In obedience to General Order No. 75, I have the honor to report, that, with the exception of about two and one-half hours of active participation, I was passing along the entire line of ships, either following your motions or carrying your orders. I consider the fort as having been practically silenced on both the 24th and 25th instant, and felt then, as I do now, that there would have been no serious difficulty in carrying the works by a vigorous assault. If so few of their guns were disabled, I cannot see why they did not work them, as they might have done, after our fire slackened, and while there were plenty of vessels within range. The almost complete silence of the guns on the northeastern face of the fort induced me to think that they were disabled or were "Quakers." I should have supposed that a soldier would have felt himself bound, by every consideration of honor and patriotism, to attempt those works by assault. But I am not a soldier, and do not, perhaps, know what is discreet and what is not; but under similar circumstances, I should like to be one of a thousand "blue jackets," to show what sailors can do, and what soldiers might have done.

Very respectfully, your obedient servant,

S. P. CRAFTS,
Acting Master, Commanding U. S. S. Little Ada.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Master J. H. Porter, commanding United States steamer Nansemond.

UNITED STATES STEAMER NANSEMOND,
Beaufort Harbor, N. C., December 31, 1864.

SIR: I have the honor to acknowledge the receipt of General Order No. 75. During the engagement of the fleet with Fort Fisher and other works, on the 24th and 25th instant, this vessel was employed in carrying orders and despatches along the whole line of ships, and, from my own observation, I should judge that Fort Fisher was much injured, a part of the guns dismounted, and nearly all silenced by the rapidity of our fire. I think the fort might easily have been taken by assault on the night of the 25th.

I am, sir, very respectfully, your obedient servant,

J. H. PORTER,
Acting Master Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Ensign B. Wood, commanding pro tem. United States steamer Tristam Shandy.

UNITED STATES STEAMER TRISTAM SHANDY,
Beaufort, N. C., December 30, 1864.

SIR: In compliance with General Order No. 75, I have the honor to make the following report:

At 8.55 a. m. of the 24th December, 1864, I reported this vessel, as ordered, to the commanding officer of the United States steamer Keystone State for assignment of my position during the engagement. At 3.10 p. m., about two hours after the firing became general from the iron-clads, the larger vessels and the forts, I took position and opened fire upon the Mound battery, continuing until general signals were made from your flag-ship to retire.

Our firing was good, most of our shot striking the battery and many exploding right on the top of it. The other vessels engaging the same battery also made excellent firing, and much damage must have been done to it.

On the morning of the 25th of December, 1864, I received orders from you to report to the commanding officer of the United States steamer Santiago de Cuba, which I did, and was assigned a position to the eastward and near the United States steamer A. D. Vance. Taking that position, I opened on the Flag-pond battery, to the eastward of Battery Anderson about three miles. Our fire was returned briskly from a heavy gun mounted on this, and a battery of Whitworth guns on the enemy's line of intrenchments, the shot falling very thickly near and around us. At 1 p. m., my ammunition being expended, I withdrew and steamed down for the Santiago de Cuba, which vessel was moored nearly abreast of Battery Anderson. While my boat was on board the Santiago de Cuba a white flag was hoisted on Battery Anderson, and I immediately sent the second cutter with Acting Master's Mate Robert Clifford on shore. He was the first on the beach, and when Battery Anderson surrendered it was to the navy, and the prisoners were taken by the navy, the United States steamer Britannia having taken position in the early part of the day and kept up a rapid fire upon it.

From this vessel Fort Fisher could plainly be seen, and the impression of every officer (and the subject was freely discussed) was that it could not but surrender. It appeared to be in a very battered condition, several of the casemates being entirely destroyed, and we had not a doubt but that it would fall an easy prey to an assault by the troops landed for that purpose. I had no idea that it could possibly be defended much longer. The number and names of the prisoners and the number of rifles captured by this vessel have been already reported to you.

It is but justice for me to state that the conduct of all of the officers and men attached to this vessel during the action was deserving of all praise.

I have the honor to be, very respectfully, your obedient servant,

BENJAMIN WOOD,
Acting Ensign, Commanding pro tem.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

Additional report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off New Inlet, December 27, 1864.

SIR: My despatch of yesterday will give you an account of our operations, but will scarcely give you an idea of my disappointment at the conduct of

the army authorities in not attempting to take possession of the forts which had been so completely silenced by our guns; they were so blown up, burst up, and torn up, that the people inside had no intention of fighting any longer. Had the army made a show of surrounding it, it would have been ours; but nothing of the kind was done.

The men landed, reconnoitred, and hearing that the enemy were massing troops somewhere, the order was given to re-embark.

They went away as soon as the majority of the troops were on the transports, and it coming on to blow rather fresh, about 700 were left on shore. They have been there ever since, without food or water, having landed with only twenty-four hours' rations. I opened communication with them this morning and supplied them with provisions.

To show that the rebels have no force here, these men have been on shore two days without being molested. I am now getting them off, and it has taken half the squadron (with the loss of many boats in the surf) to assist.

I can't conceive what the army expected when they came here; it certainly did not need seven thousand men to garrison Fort Fisher—it only requires one thousand to garrison all these forts, which are entirely under the guns of Fort Fisher; that taken, the river is open. Could I have found a channel to be relied on in time, I would have put the small vessels in, even if I had got a dozen of them sunk; but the channel we did find was only wide enough for one vessel at right angles, and we were not certain of the soundings. There never was a fort that invited soldiers to walk in and take possession more plainly than Fort Fisher; and an officer got on the parapet even, saw no one inside, and brought away the flag we had cut down.

A soldier goes inside, through the sallyport, meets in the fort, coming out of a bomb-proof, an orderly on horseback, shoots the orderly, searches his body, and brings away with him the horse and communication the orderly was bearing to send up field-pieces.

Another soldier goes in the fort and brings out a mule that was stowed away; and another soldier, who went inside while our shells were falling, shot his musket into a bomb-proof, where he saw some rebels assembled together; he was not molested. Ten soldiers, who went around the fort, were wounded by our shells. All the men wanted was the order to go in; but because every gun was not dismounted by our fire, it was thought that the fort "was not injured as a defensive work," and that it would be to lose men to attack it. It was considered rash to attack the works with wooden ships, and even the officers who have been on the bar a long time (and witnessed the building of the works) thought that half the ships would be destroyed; and it was said that the only hope we could have of silencing the batteries was in case the powder-vessel did the damage expected.

We silenced the guns in one hour's time and had not one man killed, (that I have heard of,) except by the bursting of our own guns, in the entire fleet.

We have shown the weakness of this work. It can be taken at any moment, in one hour's time, if the right man is sent with the troops. They should be sent here to *stay*—to land with a month's provisions, intrenching tools, guns, and Cohorn mortars. Ten thousand men will hold the whole country. The rebels have been able to send here, all told, about 4,000 men; seventy-five of them that were sent here to observe us gave themselves up to the navy. Two hundred and eighteen men sent on the same duty gave themselves up to our reconnoitring party, and this would have been the case all the way through.

I know what they would do, and I shall send and ask him to let some of his troops come and locate themselves in Fort Fisher. If I can't do better, I will land the sailors, and try if we can't have full credit for what we do.

I trust, sir, you will not think of stopping at this, nor of relaxing your endeavors to obtain the right kind of troops for the business, the right number, and the proper means of taking the place, even if we fail in an assault. Every attack we make we will improve in firing, and if the weather would permit I could level the works in a week's firing, strong as they are; but there is only one day in six that a vessel can anchor so close. We had a most beautiful time, and the weather for the attack was just what we wanted.

If General Hancock, with 10,000 men, was sent down here, we could walk into the fort.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Effect of the explosion of the powder-boat.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off New Inlet, December 28, 1864.

SIR: I am enabled, from information gained from prisoners, to tell you what effect the explosion had on the rebels in and about Fort Fisher. It was entirely unexpected, and the troops were mostly asleep at the time. It created a perfect panic, stunned and disabled the men, so that they refused to fight, notwithstanding all the efforts of their officers, and the severe bombardment that followed so completely demoralized them that 200 men could have gone into and taken possession of the works.

No injury was done to the forts that I can hear of, nor were any of the wooden huts about half a mile off thrown down; but on looking at the massive structures built of sand-bags it could scarcely be expected to move them by such a process; that can only be done by continual hammering with shot and shell.

As far as this squadron is concerned, the forts can be silenced at any moment, and taken possession of by a well-organized land force.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Feeling in the army in regard to the failure of the land forces.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off New Inlet, December 28, 1864.

SIR: To show the feeling in the army, I enclose statements of some of the officers of the Nereus in relation to the giving up of the expedition on the part of the land forces.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

U. S. STEAMER NEREUS, *December* 27, 1864.

SIR: A wounded colonel, whom I brought off from shore in one of my boats, expressed great dissatisfaction at having been ordered off, saying that he was convinced that if permitted to go on, the land forces would have undoubtedly captured the fort.

WILLIAM RUSHMORE, *Acting Master's Mate.*

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U. S. STEAMER NEREUS,
Off New Inlet, December 27, 1864.

SIR: While ashore, assisting in embarking the men under the command of Brigadier General Curtis, U. S. A., I heard that officer remark, that had he been properly supported and timely re-enforced Fort Fisher would have been in our possession on the night of the 25th instant.

The remark and the fact was one of universal comment by army officers ashore.

Very respectfully,

GEORGE M. SMITH, *Acting Ensign.*

Commander J. C. HOWELL,
Com'dg U. S. Steamer Nereus.

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U. S. STEAMER NEREUS, *December* 26, 1864.

SIR: While on shore, assisting General Curtis to re-embark his command, General Curtis told me that he could have taken Fort Fisher if he had been supported by the other troops. Also, I was informed the same by several other officers of his command. General Curtis was near enough to Fort Fisher to capture the rebel flag on it; also a horse.

EDWARD L. HAINES,
Acting Master, U. S. N.

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SIR: While ashore, on Federal Point, New Inlet, North Carolina, assisting Brigadier General Curtis, U. S. A., to re-embark his command, I was informed by him that he was near enough to Fort Fisher to capture a rebel flag and a horse, and that if he had been re-enforced when he requested he could have captured Fort Fisher.

This statement was also made by other officers of his command.

Respectfully, &c.,

EDWARD L. HAINES,
Acting Master, U. S. N.

Commander J. C. HOWELL,
Comd'g U. S. Steamer Nereus.

Additional Report of Commander J. C. Howell.—Capture of Flag-pond Battery.

U. S. STEAMER NEREUS,
Off Wilmington, December 27, 1864.

ADMIRAL: At 12.40 p. m., in obedience to your verbal order, I anchored off Flag-pond battery, mooring head and stern in 4½ fathoms water. Immediately opened fire upon the battery. No response was made by those inside; and at 2.15 p. m. a white flag was waved, and the soldiers inside the fort showed themselves. A boat was immediately sent from one of the small

gunboats, the American flag planted on the fort, and the surrender of the command received by a naval officer. Some sixty-five or seventy men, a captain and lieutenant were captured. The Santiago de Cuba and Nereus sent boats, and, by the order of Captain Glisson, the prisoners were transferred to the Santiago de Cuba.

Respectfully, admiral, your obedient servant,

J. C. HOWELL, *Commander.*

Rear-Admiral D. D. PORTER, *&c., &c., &c.*

List of the vessels, &c., that participated in the attack upon Fort Fisher.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Beaufort, N. C., December 31, 1864.

SIR: In my accounts of the actions of the 24th and 25th instant against Fort Fisher, I omitted mentioning the names of the commanders of the different vessels, with the exception of one or two; this might look like an invidious distinction which was not intended, by any means; and though the name of each commander is well known to the public, I desire to correct the omission, that history may give credit to those engaged in these actions.

The following are the names of all the vessels engaged with the forts, and the names of their commanders. Having so well performed their part in reducing these formidable works to a condition where they could be easily taken possession of, they are entitled to all the credit they have so well earned:

Minnesota, Commander Joseph Lanman; Mohican, Commander D. Ammen; Colorado, Commander H. K. Thatcher; Tuscarora, Commander J. M. Frailey; Wabash, Captain M. Smith; Susquehanna, Commodore S. W. Godon; Brooklyn, Captain James Alden; Powhatan, Commodore J. F. Schenck; Juniata, Captain W. R. Taylor; Kansas, Lieutenant Commander P. G. Watmough; Yantic, Lieutenant Commander T. C. Harris; Maumee, Lieutenant Commander R. Chandler; Mackinaw, Commander J. C. Beaumont; Ticonderoga, Captain C. Steedman; Pawtuxet, Commander J. H. Spotts; Shenandoah, Captain D. B. Ridgely; Seneca, Lieutenant Commander M. Sicard; New Ironsides, Commodore William Radford; Monadnock, Commander E. G. Parrott; Canonicus, Lieutenant Commander George E. Belknap; Mahopac, Lieutenant Commander E. E. Potter; Saugus, Commander E. R. Colhoun; Nyack, Lieutenant Commander L. H. Newman; Unadilla, Lieutenant Commander F. M. Ramsay; Huron, Lieutenant Commander T. O. Selfridge; Pequot, Lieutenant Commander D. L. Braine; Pontoosuc, Lieutenant Commander Wm. G. Temple; Nereus, Commander J. C. Howell; Vanderbilt, Captain C. W. Pickering; Fort Jackson, Captain B. F. Sands; Santiago de Cuba, Captain O. S. Glisson; Tacony, Lieutenant Commander W. T. Truxtun; Osceola, Commander J. M. B. Clitz; Chippewa, Lieutenant Commander A. W. Weaver; Sassacus, Lieutenant Commander J. L. Davis; Maratanza, Lieutenant Commander G. W. Young; Rhode Island, Commander S. D. Trenchard; Mount Vernon, Acting Volunteer Lieutenant James Trathen; Britannia, Acting Volunteer Lieutenant Samuel Huse; Quaker City, Commander W. F. Spicer; Iosco, Commander John Guest; Howquah, Acting Volunteer Lieutenant J. W. Balch; Wilderness, Acting Master H. Arey; Cherokee, Acting Volunteer Lieutenant W. E. Dennison; A. D. Vance, Lieutenant Commander J. H. Upshur; Moccasin, Acting Ensign James Brown; Gettysburg, Lieutenant R. H. Lamson; Alabama, Acting Volunteer Lieutenant Frank Smith; Keystone State, Commander H. Rolando; Nansemond, Acting Master John H. Porter; Emma, Acting Volunteer Lieutenant T. C. Dunn; Tristam Shandy, Acting Ensign Ben. Wood; Governor

Buckingham, Acting Volunteer Lieutenant J. McDiarmid; Little Ada, Acting Master S. P. Crafts.

I should have mentioned that the Saugus, Commander Colhoun, was not in the first day's fight; she arrived from Hampton roads the morning of the 25th, just in time to take her place with the other monitors, and anchored within eight hundred yards of Fort Fisher; though there was no response of any consequence from the fort, she did good service in knocking away traverses, &c., and only fired slowly until the army should come up. At no time during this day's work did any of the vessels open all their batteries; the order was to "fight only one division of guns from each vessel;" some vessels only fired one shot or shell per minute, holding on for the moment when it was expected the troops would approach and enter, for that would have been the result. I cannot conceal my dissatisfaction, nor can the officers under my command, at the turn things have taken. My first despatch to the department will show you how sanguine I was that the works would be ours before sunset if the troops came up. I supposed that the assaulting was a matter of course, knowing that as soon as the troops landed and surrounded the works in the rear, the white flag would be hung out; but reports of large armies coming up to the relief of the rebels changed all the general's plans, if he ever had any. To show how absurd such apprehensions were, every rebel soldier seen gave themselves up the moment our troops were ashore, when they had nothing to fear from their own people; this would have been the case all the way through, had the troops all landed.

General Butler mentions in his letter to me that he had captured Flag-pond battery with 65 men, and Half Moon battery with 218 men and seven officers. This is making capital out of very small material. Flag-pond battery was some loose sand thrown up, behind which the rebels used to lie with field-pieces and fire at our blockaders when they chased runners ashore. It doesn't deserve the name of a work. Sixty-five or seventy rebels in it came forward and delivered themselves up to the navy and were taken on board the Santiago de Cuba. The men in Half Moon battery (which is no work at all, and exactly like the other) came forward and delivered themselves up to the army. They could easily have escaped, had they desired to do so. There were no guns in these temporary works, and no protection in the rear. The country will scarcely be cajoled, as it has been a hundred times this war, by announcement of captures having no foundation whatever.

* * * * * * * *

We all know very well that a fort on shore, unless attacked by troops at the same time ships are bombarding, will always hold out against the ships; that is, the enemy will leave the works, (and let the ships fire away,) and enter again when the ships have gone. We know from the history of this war, that in no case have we failed to take a fortification where the troops did their share of the work; and this is what the troops under the command of General Butler failed to do.

The brave fellows who showed the way into the works, brought off horses, mules, and flags, should have their names chronicled far and near. Had the same spirit been felt in other quarters, Christmas would have been a happier day than usual with the nation. There was evidently a misapprehension on the part of the military leader that we could not cover and protect troops on shore.

This fleet demonstrated its ability to hold on at anchor in deep water and twenty miles from shore, through a heavy gale from the southward—all gales from this direction, however, never blowing home or blowing less as the shore is approached. The only gales to be dreaded here are the north-easters, and then the vessels would lie along the shore with their broadsides bearing on the beach.

This fleet would drive off an army of 300,000 men, intrenched or attacking, on such a level field as that where our troops landed.

Seven hundred men were left on the beach by General Butler when he departed for Fortress Monroe, and we had no difficulty in protecting them from the rebel army said to be in the background, which was a very small army, after all. General Bragg must have been very agreeably disappointed when he saw our troops going away without firing a shot, and to see an expedition costing millions of dollars given up when the hollowness of the rebel shell was about to be exposed.

All through this war we have lost chances, never to be recovered, owing to the timidity of commanders, and their hesitating to attack what offers itself the most easy of conquest.

The report of an army coming up (which army never existed) changes the whole plan of a campaign, when, in my opinion, it would be better to face the army of the enemy and see what stuff they are made of.

Here was our fleet of six hundred guns, commanding a peninsula two miles wide only, and able to cover, for miles, any number of troops we might land. I call this a dead failure. There is no use in mincing matters, for, though the navy did all that was expected of it, or could do, we gained no results. We will only have the satisfaction of knowing that the naval part was well and handsomely done, and that we will do it again the first opportunity.

It is now blowing heavy from the southwest, and the larger vessels are riding it out nicely outside. This is the only wind we care for on this coast. In all the other gales we can find a lee.

If you, sir, have no intention of making any change in the number of vessels in this squadron, I would respectfully say let us work this matter through; at least defer any changes until I say that we have given up taking the forts.

The rebels will, no doubt, claim a victory. A failure is half a victory. They foreshadowed the failure in their papers, and stated what would be the cause; which came true.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Despatch of Rear-Admiral D. D. Porter transmitting letter of Lieutenant Commander W. G. Temple.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Beaufort, N. C., January 7, 1865.

SIR: I have the honor to enclose you a letter received from Lieutenant Commander Temple, containing interesting matter relating to Fort Fisher.

It is important as a matter of history, and tells the whole story.

I am, sir, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Letter of Lieut. Commander W. G. Temple.

UNITED STATES STEAMER PONTOOSUC,
Off New Inlet, January 2, 1865.

SIR: It may be of assistance to you to receive (together with the six rebel deserters mentioned in my letter of this date) the following memorandum of information elicited from one of their number, Corporal Thomas Lawler, of the marines.

He says he was stationed, both during and since the bombardment, in naval battery Buchanan, commanded by Lieutenant Chapman, and situated near the Mound; that there were between five and six hundred men in the forts on the two days of the attack, and no troops in Wilmington or its vicinity to re-enforce them; that the fire from the fleet was so fierce as to drive the rebels from their guns and into the bomb-proofs throughout the greater portion of their works soon after the commencement of the action; that two of their Brooke guns burst, killing and wounding some twenty-five men; that we dismounted eight of their guns, besides destroying several of their carriages, killing thirteen men and wounding about thirty; that General Whiting supposed the boats which were sent into the bar on the 25th to be a storming party of seamen, to which he would have been obliged to surrender; that the subsequent rapid bombardment at sunset of the same day was so terrific, that when our troops appeared in front of the fort immediately afterward, the garrison only waited their assault to surrender without resistance; that they could not imagine why the attack had been abandoned; that matters remained in the same condition on the morning of the 26th, and throughout that day; that we could easily have possessed ourselves of the forts until late in the afternoon, when General Bragg arrived at Wilmington with six thousand men from Lee's army at Richmond; that, finding our troops re-embarking, Bragg decided not to molest us, and sent the six thousand men on to Charleston to re-enforce General Hardee; that General Whiting retains only his original garrison, with whom he is busily engaged in repairing damages, and getting down four other guns (being all that he can get hold of) from Wilmington, to replace those that were disabled; that the works are stronger against an assault on the land side than on the sea front, and that there are no obstructions in the channel, other than some dozen or fifteen torpedoes, a portion of which were put down a week ago. He further states that William F. Lynch is acting as admiral of the station, and lives at Smithville; that Robert F. Pinckney is acting as commodore of the station afloat, having only a small tug, without any considerable armament under his command; that the iron-clad ram, formerly in the river, got aground and burst open, and was dismantled of her engines and armor; and that the Tallahassee put to sea on the night of the 22d or 23d of December, with from six to eight hundred bales of cotton on board, by way of the western bar, with a view to bring back a cargo of hard coal, sufficient to enable not only herself, but the Chickamauga also, to put to sea on another privateering expedition. He assigns as a reason for his desertion a long-continued and growing discontent with his officers, his treatment and fare, and the cause for which he has been fighting.

Respectfully, WILLIAM G. TEMPLE,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding North Atlantic Squadron.

Letter of Rear-Admiral D. D. Porter relative to the alleged unnecessary delay in the attack.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Beaufort, N. C., January 9, 1865.

SIR: I understand that there is now an attempt being made to create an impression that I delayed much longer than necessary, and could have attacked on the 18th as well as the 24th. I don't see what that has to do with the question under discussion. We went down to silence the batteries, demoralize the men in the forts, so that the army could easily assault the works. It would be a matter of no consequence whether this was done on the 18th or the 25th, as long as we did our share of the work effectively, which, I believe, no one denies. If the army after landing on the 25th would not undertake the assault, they would not have done so on the 18th. The delay, if any, gave them 1,000 men more, a large steamer and another transport under General Ames having come in on that day.

When General Butler was about to start from Fortress Monroe, (having embarked his men in a storm, when I told him he could not possibly leave for three days,) I requested him to wait a day after I sailed, as my vessels were slow, and I would have to fill up the powder vessel; but finding that the monitors were going, he started off for the rendezvous he had established himself, showed himself and some of the transports to the enemy, was fired at by the forts, and revealed our whole design.

Now for the log-book. On the 16th December wind was south, with a swell rolling on the beach so that no boat could land. One hour only during the day was there a northwest breeze; on the 17th wind southwest, a heavy sea rolling in on the beach; 18th, wind east and northeast, east-northeast, east by west, blowing right on the beach; no boat could land; 19th, wind fresh, east-southeast and southwest, with a swell setting on the beach; 20th, for a little while wind west-northwest, but shifted to east-northeast, blowing fresh, heavy breakers on the beach; 21st, a gale coming on from the south and east, which ended by blowing heavy from south and west, heavy breakers on beach; 22d, wind shifted to west, all the transports out of sight; gone to make a harbor at Beaufort; at midnight wind off the land, but heavy breakers on the beach and all over the bar, heavy swell from seaward; steamed in under the land; 23d, wind north-northwest and beach comparatively smooth; steamed in and reconnoitred; still too much sea for a boat to land without capsizing; met General Butler's despatch boat at 5.30 p. m.; sent word to General Butler that the time was so fair that I would blow up the boat at midnight and attack in the morning. We were sixty-nine miles from Beaufort; the captain said his boat could make fourteen miles per hour; this would give him five hours to go to Beaufort, which would put him there at eleven o'clock p. m. General Butler leaving with the transports at six o'clock in the morning, could have reached the bar at one o'clock, allowing him to make nine miles an hour, which all his transports could do. We did not attack until twelve, and General Butler only came in with his own vessel and two or three transports at sunset. He saw the fort silenced, defeated, as far as the navy was concerned, and no doubt could be left on his mind about our ability to do the same the next day. It was the preliminary attack to test the strength of the works.

The programme was made, the troops landed, and without the faintest sign of an assault beyond what was done by one or two gallant soldiers. The army commanders concluded that the work was "substantially uninjured as a defensive work." The letter of Lieutenant Commander Temple, and the testimony of deserters, prove that the works would have been ours had the troops been allowed to assault, as they desired. What matters it, then,

whether we attacked on the 18th or 24th? the result would have been the same. General Butler left Fortress Monroe with his troops in transports that could not lie at anchor in rough weather, that was ridden out by our monitors, tugs, and small side-wheel boats; the powder-boat Louisiana hanging to the stern of another vessel. General Butler having left the ground with his vessels, where my lightest vessels held on, was not on the ground to take advantage of the first day's good weather, though that had nothing to do with the matter, as he did not do anything when the landing did take place; so what matters it when it was done?

General Butler, with all his soldier-like qualities, could scarcely be considered as good a judge of weather and the proper time of landing as myself, and as a sensible person would not venture to put his opinion in opposition to mine, even backed by some old sailor on his flag-ship.

I do not ascribe to him, therefore, the excuse made for not taking Fort Fisher, when we had opened its gate for him; I attribute the report "that we had wasted time" to some of the junior members of the staff, who are not as good seamen as the general. At all events, if we lost any time in the beginning, we made up for it when we went to work; but allowing that we lost time, that the beach was as smooth as paper, it doesn't account for not taking Fort Fisher when the works were battered and burnt to that degree that there appeared no life within the walls.

The military part of the expedition was got up in a most unmilitary manner; the troops were placed in inferior transports that could not condense water, and had a short allowance only on hand; the troops had four days' cooked rations, (which were eaten up while lying in the storm at Hampton roads,) and ten days' other rations; there were no intrenching tools of any kind, no siege guns; the whole proceeding indicated that the general depended on the navy silencing the works, and he walking in and taking possession. No allowance was made for contingencies, for bad weather, or for delays after getting on shore; the powder-boat when it exploded was to have done the whole thing; the walls of a strong sand fort were to have been blown down, and the rebels all be discomfited. I thought a good deal would be done by the explosion, but still I laid in a double allowance of shell and shot, and did not depend on a doubtful experiment. Starting as that expedition did, was not the way to make war; and landing troops who were full of enthusiasm, and then embarking them again when they were eager to seize the trophy laid at their feet, was not the way to improve the morale of the army.

No matter what might be the delay on my part, (and there was none,) the general failed to take advantage of the opportunity I gave him to take the fort, when a large portion of the troops were landed and stood within one hundred and fifty feet of the works, unmolested, some few of them going on the parapet. No musketry or grape-shot were fired at him during the day; a few muskets, "about twenty," were fired after nightfall by the alarmed rebels, and one or two guns, but the Ironsides opened her broadside, and the firing ceased immediately. Ten of the pickets were left by forgetfulness near the forts after nightfall, and they saw quite a number of men leave the works and embark in boats, which was the garrison leaving to prevent capture. Until late in the day on the 26th the forts lay at our mercy, and if the men had not been brought off, the rebels would have surrendered when they marched up and the navy opened fire. All the reasoning in the world will not make this affair appear in a better light. I have no doubt that had the army been obliged to assault the works alone, without the fire of the navy, they would have been well handled; but as matters stood, we have every proof that the fort was ours.

It is useless, then, to excuse a military blunder by trying to make out that the navy was behind time.

The ships lay two months at Hampton roads, waiting for the army to move, and we were satisfied with the reasons that General Grant gave for not sending troops. There was no necessity, after all the delay, for rushing into the matter unprepared, and when the weather was unfavorable; a more flimsy excuse could not be invented. In making these statements, I do not do so for the purpose of making any excuse whatever for the naval part of the expedition; I consider that a settled thing in the estimation of the whole country; but I have so often during this war seen attempts made to cast odium on the navy, that in self-defence I put myself on record, wishing this used only if found necessary to correct false statements.

I am quite sure the lieutenant general feels as I do; he says in a communication to me, "Dear Admiral, hold on where you are for a few days and I will endeavor to be back again with an increased force, and *without the former commander.*"

The remark is not very suggestive of confidence in the late management of affairs.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Movements of the powder-boat.—Feasibility of landing in boats above New Inlet

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Beaufort, N. C., January 11, 1865.

SIR: In addition to the evidence I have already sent you in my No. 13, I beg leave to enclose a communication from Lieutenant S. W. Preston, who was close in to the bar on the night of the 18th December. I had directed the powder-vessel to proceed in that night, and she was on her way when General Weitzel came on board with a request from General Butler that I would wait a few days, so that the Louisiana could be blown up later in the night. I accordingly despatched Lieutenant Commander J. H. Upshur in the A. D. Vance to carry orders to stop the party and to tell them not to go in until a day or two later. The A. D. Vance found the powder-boat and delivered the order, the party having returned with the vessel, finding the time unpropitious. It was very fortunate that the expedition was stopped, for a heavy surf was found to be rolling on the beach, and the next day the wind freshening from the southward, a landing was perfectly impracticable. Mr. Bradford, of the Coast Survey, on the night of the 18th went in close to the beach to reconnoitre, and found the surf so heavy that he came near being capsized. No boat of any kind could have gone on the beach without being destroyed by the breakers.

On the next day it was even worse, and the surf increased until the gale was at its height. The beach was never fairly smooth until the afternoon and night of the 24th, and the morning of the 25th. All the troops could have been landed at that time had they chose to do so, for I offered them all the facilities in my power, which were ample.

I enclose you the report, of Lieutenant Preston and Mr. Bradford; they will put at rest any assertions (from whatever quarter they may come) that any favorable time for landing was lost.

It will no doubt be finally urged that it was intended to *surprise* the rebels

and that by not starting *on the day* the troops were first put on board the transports, when it was raining and blowing hard, and there was every indication of a long spell of bad weather, we lost the chance of a surprise. We don't often surprise the rebels; there are too many leaky people who participate in our secret movements. Shipping a large force in transports and lying six days at Fortress Monroe, from whence the rebels obtain all the information they desire, is not the way to surprise the rebels. It was published everywhere that a large expedition was going somewhere, and the rebels knew what it was for.

If General Butler wanted to do the thing with a dash, and surprise the rebels, or get in before re-enforcements could arrive, why did he ask me, by sending General Weitzel and Colonel Comstock, to delay the powder-vessel a few nights longer, so that the explosion might take place near daylight? It was delayed at his request, but I attribute no delay from that, as we could have done nothing until the 24th; he was not on the ground with his transports on that day, which he should have been.

In a large expedition like this, where heavy and slow moving frigates and monitors have to be looked after, light transports (that can go in and out of harbors and get protection almost everywhere) should always be the subordinate party; their movements must be governed by those of the navy vessels; and, unless some serious reason exists, the transports and military force should always be on hand to take advantage of anything that turns up. Here they were away at the very time they should have been landing, and the reason given for their being away was the want of water; they stopped also to get coal, having used up a large portion of the naval supply.

I believe I have gone over everything to show that no charge of delay can be laid to the navy, or that any officer in the squadron is to blame for the non-taking of Fort Fisher. I may have taken unnecessary trouble, and been premature; I should perhaps have waited till the attack was made on the navy. That is not a good rule in making war. I shall fight just as readily in defending the navy against its traducers as I would against a rebel, and I think it a wise precaution on the present occasion to give the department information about every movement of the late expedition. No one can make a good case out of the late failure, no matter how clever the special pleading may be.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. Gideon Welles, *Secretary of the Navy.*

North Atlantic Squadron, U. S. Flag-Ship Malvern,
Beaufort, N. C., January 10, 1865.

Sir: In obedience to your order requesting information regarding the movements of the powder-ship, I have to report that the powder in the Louisiana was all stowed and fuzed and everything ready for sea on the morning of Saturday, December 17, but on account of the southerly wind and consequent coast swell which has prevailed ever since our arrival at Beaufort, she did not start for New inlet until the following morning, December 18.

When we left Beaufort, early that morning, it was nearly calm, though we found upon getting outside that there was still considerable swell on; a little later in the forenoon a breeze sprung up from the eastward, and continued steady but light from that direction throughout the day, freshening towards night.

On arriving off Fort Fisher, just after dark, we proceeded to make the necessary arrangements for running the powder-ship in that night, the tide

serving us about 9 o'clock. At the appointed hour we left the Kansas—our range light—preceded by the wilderness, Which had our pilot on board. As we approached the shore the Kansas light disappeared; soon after the lights on the Mound were put out, and the pilot deemed it inadvisable to take the vessel in, with so much swell on the bar, without the aid of landmarks, which the disappearance of both range lights had deprived us of.

Considering the uncertainty of getting the vessel into her proper position close in by the compass and lead alone, and it being very evident, from the heavy surf rolling on the beach (it was then breaking in three fathoms) that the troops would be unable to land next day, Commander Rhind decided to stand off-shore and not blow the vessel up until the following night. Soon after passing the former anchorage of the Kansas, we discovered the A. D. Vance standing in shore and signalling us. On communicating with her we received an order from you, addressed to Lieutenant Commander Watmough, of the Kansas, directing him to communicate with Commander Rhind, and, if not too late, prevent the explosion of the powder-ship that night, stating that General Butler had requested you to have the explosion postponed, as he did not think it would be possible to land troops through the surf next morning.

On the following day the gale commenced, and no favorable opportunity offered for the explosion and subsequent debarcation until the night of December 23.

I have the honor to be your obedient servant,

S. W. PRESTON, *Lieutenant U. S. Navy.*

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

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FLAG-SHIP MALVERN, BEAUFORT, NORTH CAROLINA,
January 10, 1865.

SIR: In obedience to your request that I would give you my opinion, in writing, of the feasibility of landing in boats on the beach above New inlet on the evening of the 18th December last, or on the following day, I have the honor to make the following statement:

I find from the journal of the powder party, which it was a part of my duty to keep, that on the night of the 18th the wind was N.E. by E. and freshening. There was quite a sea running, and every appearance of heavy weather. Lieutenant Lamson and myself occupied an hour in endeavoring to communicate with the Kansas, Sassacus and Wilderness by means of a boat. These vessels were certainly not over four hundred yards apart, (the Kansas and Sassacus much nearer to each other,) and our communications with the latter named vessels did not occupy us over six or eight minutes in all, although we had a fine boat, pulling six oars. It was with great difficulty that we could make headway against the sea; the roar of the surf could be distinctly heard, both on the beach to the northward and on Caroline shoals. We were at this time about three and a half miles from the nearest point of the beach.

I am certain that I am correct in my statement of the time occupied in pulling between those vessels, as I noted it at the moment, that it might be entered in the journal.

In my opinion an attempt to land in boats upon the beach upon the night of the 18th, or on the following day, would have ended in total failure, and

probably loss of life to all concerned in it. No boat would have lived after it had once reached the rollers.

I am, sir, very respectfully, your obedient servant,

J. S. BRADFORD,
Sub-Assistant U. S. Coast Survey.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron, Beaufort, N. C.

Letter of Fleet Captain K. R. Breese, relative to delay in the attack.

FLAG-SHIP MALVERN,
Beaufort, N. C., January 11, 1865.

SIR: I have to report that, in obedience to your order, I went on board the Ben Deford on the evening of the 18th ultimo and informed General Butler that the powder-vessel would be exploded that evening, and that you would be ready to follow it up at daylight in the morning by an attack with the fleet.

General Butler, upon discussion of the matter with General Weitzel and Colonel Comstock, directed General Weitzel to call upon you and request a postponement of several days; and I so heard General Weitzel state it to you in your cabin. I have also to state that as soon as possible thereafter the A. D. Vance carried in the orders countermanding the explosion, and to direct the powder-vessel to return to her anchorage.

Respectfully, your obedient servant,

K. R. BREESE, *Fleet Captain.*

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Rear-Admiral D. D. Porter's review of Major General B. F. Butler's report.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, January 22, 1865.

SIR: I have read the report of Major General Butler, in relation to the late expedition to Wilmington, (in which he bore a part,) and though late results (the capture of Fort Fisher) have completely refuted the assertions of Generals Butler and Weitzel, I deem it due to the naval part of the expedition that General Butler's report should receive some notice at my hands. To use the mildest terms I can, I pronounce the whole report a tissue of misstatements from beginning to end, scarcely equalled by the misstatements made regarding the lieutenant general.

The navy had been waiting for two months to start on this expedition, but, for reasons known to the lieutenant general and myself, and which were perfectly satisfactory to me, the proper time was waited for; we wanted a success, not a failure.

General Weitzel was selected, and General Butler's name was never connected with the expedition, except to fit it out. When the expedition did prepare to start, it was going to the attack on the supposition that the powder vessel (originally proposed by General Butler) would blow the forts down, and the troops would have nothing to do but to walk in.

I was not opposed myself to the experiment, (for I think everything worth trying,) and gave all my time and attention to the enterprise, and fitting out the vessel. I was hard at work getting ready, filling her with powder, and had placed her in the carpenter's hands, the weather looking very squally.

Judge of my surprise when General Butler came on board the flag-ship at Norfolk and told me he was embarking the troops in transports, and would be ready to start in two days. I told him that was out of the question; a heavy southwest gale was coming on that would last three days at least, and we could not go to sea at such a time, neither could his transports move. My advice was "not to embark the men until the gale was over." He did embark the troops, nevertheless. The gale blew heavy for four days, and the troops must have been very uncomfortable; at the end of that gale the fleet sailed. I told General Butler that my vessels were all slow. The monitors would have to be towed; would have to go into Beaufort to fill up with ammunition and coal, as I was afraid to venture them at sea with too much in. I advised him to wait until we had got thirty-six hours start of him, and also recommended him to rendezvous at Beaufort, N. C., where he would find a good harbor.

Even up to this time he did not tell me that *he* himself was going along, but led me to believe that General Weitzel was to be in command. He did not take my opinion about sailing. His transports sailed before any of the fleet except the monitors; and instead of rendezvousing at Beaufort, where I could hope to find him, he rendezvoused off Masonboro' inlet, showed his flag-ship decked out with flags to the enemy at Fort Fisher, and had one of his transports fired on by guns near the fort. In the mean time I worked night and day at Beaufort to get the monitors ready, and complete the arrangements for the powder-boat, and I sailed when ready.

There was no time when any troops could have landed without danger up to the time the first attack took place. I was to be the judge of that, not General Butler, for I had not that faith in his generalship which would induce me to follow him blindly, though I determined to do all I could for him, and make the expedition a success if possible.

I soon saw, though, that General Butler depended on the powder-boat entirely, and I said we would have no assault from the beginning.

I will now proceed to notice General Butler's report in detail, and state where it is incorrect.

He first says he gave the navy thirty-six hours' start. That is untrue; the transports started before the navy, or disappeared; General Butler himself left after I did. He speaks of the "finest possible weather" he had at sea, but says nothing about the surf on the beach. No boat can land on the beach unless the wind has been blowing strong off the land, and on the days in question, by looking at the log-book, you will find the wind blowing southwest and south. On the 15th the monitors had not arrived at Beaufort, and on the 16th and 17th were coaling and filling with ammunition, and had to wait a smooth time to get over the bar, the wind blowing southwest on the 16th 17th, and 18th, and throwing in a heavy surf on the beach. On most of those nights Mr. Bradford, of the coast survey, came near being capsized in the breakers while making a reconnoissance. It was General Butler's duty to have rendezvoused at Beaufort, and wait until the monitors and powder-boat (on which he so much depended) were ready. The movements of the light transports should have been subordinate to the large and slow moving frigates and iron-clads, and he should have been where he could have arranged with me all the details of the attack. But no; he kept out of my way, and, I think, did it studiously. When I arrived on the ground of the naval rendezvous with the monitors I found General Butler there. I ordered the powder-boat in on the night of the 18th, (the smoothest beach we had had,) but at General Butler's request, communicated through General Weitzel, in presence of the fleet captain, (Lieut. Com'dr K. R. Breese,) I postponed the explosion until General Butler should say he was ready. The correspondence

on this subject has all been sent to you, and you can judge for yourself how far General Butler's statement is true.

General Butler states that "Admiral Porter was quite sanguine that he had silenced the guns of Fort Fisher. He was then urged, if that was so, to run by the batteries into Cape Fear river, and there troops could land and hold the beach without difficulty, or without liability of being shelled by the enemy's gunboat 'Tallahassee,' seen on the river." That is a deliberate misstatement. General Butler does not say who urged me, but I never saw him or his staff after the landing on the beach, nor did I ever have any conversation with him, or see him, (except on the deck of his vessel as I passed by in the flag-ship,) from the time I left Fortress Monroe until he left here after his failure.

He showed himself by that remark just as ignorant about hydrography as the rebel General Whiting did when he built his fort where he supposed large ships could not get near enough to attack it. Neither myself, nor any one in the squadron, had the faintest idea where the channel was, or what depth of water there was in it. We knew there was an outer and inside bar, between which was included the heaviest fortifications in this country, on which bars the blockade runners constantly grounded and had to wait for high water to get off. After we had no guns to annoy us, and I had the channel sounded out and carefully buoyed, nearly all the gunboats of light draught got badly aground, and remained there for a whole tide. We were forty-eight hours getting gunboats of light batteries over the first bar, and they had to anchor under the guns of the heaviest forts; they would have fared badly had the rebels manned them. Three days were consumed in getting the gunboats over the "Rips," and one of them is stuck there still. The "Rips" are commanded by about twenty 10-inch guns and 100-pounders, and not a gunboat would have been left had they attempted to run the batteries. It might have been sport to General Butler, but it would have been death to the gunboats. I never had the slightest intention of passing the batteries until the fort was taken. The department saw my plan, and the utter impossibility of doing so. I would certainly not have been influenced by General Butler's opinions in nautical matters, or risked my vessels to amuse him.

All the next paragraph in General Butler's report in relation to what the Admiral said, and what the Admiral declined to do, is false from beginning to end. I never had any conversation of the kind with any one; indeed, the whole report is a tissue of misrepresentations, including the part that says the instructions he received did not contemplate a siege, &c., when he knows he never received any instructions, and joined the expedition without orders.

General Butler speaks of pushing up his men to within a few hundred yards of Fort Fisher, and capturing Half-Moon battery and its men. The General must have had something in his eye, and did not see well. Half-Moon battery is four miles from Fort Fisher, had one gun in it which was silenced after a few shots from the gunboats, and no one ever entered it. It was a small sand-hill that twenty men could have taken. Flag-pond battery was a larger work, thrown up by the rebels, in which was one eight-inch gun that had burst some time ago. The gunboats shelled it, and on the landing of the first boat-load of troops the seamen went up and found some boys and old men in it, (North Carolina Junior Reserves,) and carried them off to the Santiago de Cuba. The prisoners were quite willing to go. The troops afterwards surprised two hundred and eighteen officers and men near Fort Fisher and captured them. General Butler speaks of having run in the Chamberlain to within a few hundred yards of the fort. If he run that close, and was not fired at, he must have supposed the fort was silenced;

but he never was within one mile and a half of the fort, nor did he ever land himself.

What General Butler says about the difficulties of assaulting, owing to palisades, ditches, and other bugbears, has been refuted by the successful assault made by General Terry on the land side, and the unsuccessful one made by the sailors on the sea face of the fort, when thirty gallant officers and seamen reached the top of the parapet and planted the flag. Soldiers who were accustomed to the work would have succeeded there easier than where General Terry assaulted, as the ascent (where the sailors went in) was easier. The same troops that General Butler had did the work finally, and took the most difficult side of the works. General Butler admits that the fire of the navy did keep the enemy in his bomb-proofs, but he feared it would keep his (Butler's) men out when they attempted to assault. General Terry was influenced by no such fear. On the contrary, we fired twenty yards ahead of our troops while they were fighting from bomb-proof to bomb-proof, and the general constantly signalled, "Fire away, your shells are doing good execution, and our men are in no danger from them."

In the mean time (General Butler says) "the weather assumed a threatening aspect, and the surf came rolling in on the beach, and the landing became difficult." I assert that the landing on that day was smoother than when General Terry landed. I arranged with General Butler's chief of staff, General Weitzel, to land the troops early in the morning; I gave him boats, vessels, everything in fact that he asked for, and at three o'clock p. m. not more than 3,000 men were on shore, with one day's rations. With General Terry I commenced to land the men at 8.30 a. m., and at two p. m. 8,500 men were on the beach with twelve days' provisions and all the intrenching tools. The men were rolled over in the surf; wet their cartridges, and filled up with more. They went there to stay, and I knew we would have the fort before many days from the conduct of the men and officers. There was no necessity for General Butler re-embarking his men on account of the weather. It was rough on the beach, but our boats from the fleet communicated at times, and when it was necessary. The gunboats laid within 600 yards of the beach, and covered the troops left on shore when the general went away after hearing the news from some North Carolina reserves that Hoke's brigade was advancing, and that the fort was strongly re-enforced. But what if it was? We came down here to take it, and General Terry with the same men did take it. They were determined to follow their brave general wherever he might think proper to lead.

After General Butler left for Fortress Monroe it was rather rough, too rough to land troops or bring them off, but it only lasted twenty-four hours, and the troops came off without much difficulty; in fact, there was no time when communication stopped altogether. Had General Butler commenced landing men (with the determination to stay) in the morning, they would all have been ashore by sunset. We landed General Terry's 8,500 men in five and a half hours, and had time to give the fort a good battering before dark. General Butler says he gave orders to the transports to sail for Fortress Monroe as soon as the troops were on board, in obedience to the orders of the lieutenant general. General Grant never contemplated the withdrawal of the troops; he sent them there to stay, and having once effected a landing, he knew that the most difficult part was done. The army once in possession of that narrow neck of land, and covered by the guns of the fleet, the capture of Fort Fisher was a mere matter of time. (In a heavy gale, blowing yesterday and to-day, the vessels outside did not desert their posts.) General Butler states that the garrison of Flag-pond battery belonged to Kirkland's brigade. He is in error there; they were a part of the Junior North Carolina Reserves.

He also states that he captured two heavy rifled guns, two light guns, some caissons, &c. No such captures were ever made, and the captured forts, about which so much has been written, were rough earthworks thrown up for the purpose of firing at blockaders when they chased close in shore. They made no resistance after a few shots were fired by the gunboats.

I have nothing to say in relation to General Weitzel's report beyond this: He has made mistakes in his statements. He admits that he requested me to wait a few days until we could co-operate more favorably, on which I suppose General Butler grounds his belief that the navy detained him. I did wait, and have waited ever since, until the right man and a good time offered to take the forts. They were taken as I said they could be, and that is the strongest argument in favor of the navy, on whom it was foolishly attempted to fix this blunder. As it has turned out, the first failure had its advantages, and the country will derive great comfort therefrom.

If General Butler had not descended to a subterfuge to cover his mistakes, I would willingly have allowed him to go into retirement with the honors he has won, but no man shall reflect unjustly on me or the corps to which I belong without his hearing from me in some way or other.

The enclosed papers may, perhaps, throw some light on the Wilmington matter; if they prove true, the accused merits a severer punishment than the odium cast upon him by the public; if they are not true, he should have the benefit of the fact.

I have sent you documents and extracts from log-books to show what I say is correct, and the log-books of the whole fleet can be examined if necessary.

In conclusion, permit me to say that I don't see what it matters whether General Butler's troops landed one day or another; he decided the fort could not be taken when he did land. He could not expect the rebels to have a work like that with less than 500 men in it, and he certainly could have tried to assault that number. General Terry had 2,300 to contend against, and he carried the works without a very serious loss, considering the importance of the position to the country.

I enclose you the report of the rebel General Whiting, who states plainly that "no re-enforcements had arrived until Tuesday morning (the 27th,) when all our troops were embarked." If the evidence already presented is doubted, the report of General Whiting cannot be; therefore the excuse for re-embarking the troops because the forts had been re-enforced by Hoke's division is a poor one. General Whiting says "the garrison remained steadily awaiting the renewal of the assault or bombardment until Tuesday morning, (the 27th,) when they were relieved by the supports of Major General Hoke and the embarcation of the enemy." This was two days after the attack of the navy and the landing and re-embarking of the troops.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

—

General Whiting's report.

Headquarters, Wilmington, *December* 31, 1864.

Colonel: For the information of the general commanding, I forward the report of Colonel Lamb, commanding Fort Fisher in the action of the 24th and 25th:

On receiving the information, at 1 p. m. on the 24th, that the fleet was moving in to take position, I at once ordered a steamer, and reporting to the headquarters, proceeded to the point of attack, reaching Confederate Point just before the close of the first day's bombardment, which lasted four hours and a half. That of the second day commenced at twenty minutes past 10 a. m., and continued, with no intermission or apparent slackening, with great fury from over fifty ships till dark. During the day the enemy landed a large force, and at half past four advanced a line of skirmishers on the left flank of the sand curtain, the fleet at the same time making a concentrated and tremendous enfilading fire upon the curtain.

The garrison, however, at the proper moment, when the fire slackened to allow the approach of the enemy's land force, drove them off with grape and musketry; at dark the enemy withdrew. A heavy storm set in, and the garrison were much exposed, as they were under arms all night. At 8 a. m., 26th, a reported advance in boats was opened on with grape and shell. The garrison remained steadily awaiting a renewal of the assault or bombardment until Tuesday morning, when they were relieved by the supports of Major General Hoke and the embarcation of the enemy.

Colonel Lamb's report, herewith, gives all the details of the action. In an accompanying paper I will give you an account in detail of all matters which fell under my own observation during the action and the three succeeding days, which I beg you will cause to be forwarded for the information of the War Department.

As soon as other business will permit, a report in detail of the construction of the works, capacity of resistance, effect of fire, movements of the enemy, improvements suggested, will be made out and forwarded for the information of the engineer department.

In this it only remains for me to express my grateful sense of the gallantry, endurance, and skill of the garrison and its accomplished commander.

To the latter I have already paid a just tribute of praise, not for this action only, but for his whole course at Fort Fisher, of which this action and its result is but the fruit. His report of the gallantry of individuals I fully confirm from my own observation.

I wish to mention Captain Mann, Lieutenant Latham, Lieutenant Hunter, of the 36th; Lieutenant Rankin, of the 1st battalion; Captain Adams, of the light artillery, as very active and efficient.

To Colonel Tansill, of my staff, we owe many thanks. To his skilful judgment and great experience the defence of the land front was committed at the critical moment of assault. Of Major Riley, with his battery, of the 10th Carolina, who served the guns of the land front during the entire action, I have to say he has added another name to the long list of fields on which he has been conspicuous for indomitable pluck and consummate skill. Major Still, chief of my staff, and Major Strong, aide-de-camp, here, as always, actively aided me throughout. The gallant bearing and active labors of Major Saunders, chief of artillery to General Herbert, in very exposed positions, attracted my special attention.

I present my acknowledgments to Flag Officer Pinckney, Confederate States navy, who was present during the action, for the welcome and efficient aid sent to Colonel Lamb, the detachment under Lieutenant Roby, which manned the two Brook guns, and the company of marines, under Captain Van Benthuysen, which re-enforced the garrison. Lieutenant Chapman, Confederate States navy, commanding battery Buchanan, by his skilful gunnery saved us on our right from a movement of the enemy, which, unless checked, might have resulted in a successful passage.

The navy detachment at the guns, under very trying circumstances, did good work.

No commendations of mine can be too much for the coolness, discipline and skill displayed by officers and men. Their names have not all been furnished to me, but Lieutenants Roby, Dorning, Armstrong, and Berrien attracted special attention throughout.

To Passed Midshipman Carey I wish to give personal thanks. Though wounded, he reported after the bursting of his gun to repel the threatened assault, and actively assisted Colonel Tansill on the land front.

Above all and before all we shall be grateful, and I trust all are, for the favor of Almighty God, under and by which a signal deliverance has been achieved.

Very respectfully,

W. H. C. WHITING, *Major General.*

Lieutenant Colonel A. ANDERSON,
A. A. and I. General, Headquarters Department of N. C.

P. S.—I wish it to be understood that in no sense did I assume the command of Colonel Lamb. I was a witness simply, confining my action to observation and advice, and to our communications, and it is as a witness that I report.

W. H. C. WHITING, *Major General.*

Statement of First Assistant Engineer Levi R. Greene.

U. S. MONITOR ONONDAGA, AIKIN'S LANDING,
James River, Va., January 16, 1865.

SIR: I have the honor to forward, herewith, a statement made by Mr. Levi R. Greene, first assistant engineer, in charge of engineer's department of the United States steamer Massasoit, which may account for the sudden abandonment of the attack on Fort Fisher by General Butler.

I have full confidence in the truth and veracity of Mr. Greene, and think that this mystery should be unravelled and ventilated by proper authority.

I am, sir, very respectfully, your obedient servant,

WILLIAM A. PARKER,
Commanding 5th Division.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron, Blockade off Wilmington, N. C.

—

U. S. STEAMER MASSASOIT, JAMES RIVER, VA.,
January 14, 1865.

SIR: The following is a copy, furnished at your request, of a letter sent by me this evening to Senator H. B. Anthony. With a few exceptions, it is the same as the one submitted to you this morning.

In the event of his declining to act in the matter, Admiral Porter is at liberty to make such use of the information as he may think it warrants.

I am, very respectfully, your obedient servant,

LEVI R. GREENE, U. S. N.,
First Assistant Engineer.

Commander WM. A. PARKER, U. S. N.,
Commanding James River Squadron.

U. S. Steamer Massasoit, James River, Va.,
January 14, 1865.

Dear Sir: In making the statements I am about to do to you, it is with the confidence that, if you see sufficient cause to take any steps toward inducing government to unravel the matter, you will do so without giving me any publicity in the affair, and, if possible, without my being a witness. Government will be able to find its own, and sufficient proof, however, if it follows the matter up.

I have only hesitated in making it known before, for want of direct proof, and dislike of being called upon as a witness.

On the 31st of last month I was returning from a visit to Providence, and met on the wharf at Fortress Monroe a man named William Howard, an Englishman, and formerly in the employ of the Boston, Providence and New York railroad as baggage-master. He usually accompanied the train, and as my duties have called me over the road two or three times a week for the last two years, until within a short time, I have known him quite intimately, and have known him to be, at heart, a rebel sympathizer and secessionist.

The morning of the day I met him we passed up to Norfolk together. In reply to my inquiries as to how he came there, and why he left the railroad, he informed me he was "on a little money-making expedition;" showed me a passport to Newbern, North Carolina, furnished, he said, through General Butler, and then, after some preliminaries, said in substance that a friend of Butler, named Peters, then in New York, had 3,000 bales of cotton in Wilmington; that they were going to get it out. Butler was to work the thing through, and have half the money; that he was to furnish passes, and he (Howard) had no doubt but that they should succeed. That himself and some other person, whose name I do not remember, were merely acting as agents, knowing nothing but what they were told to do, but if successful, would make money; that, being Englishmen, they should have no difficulty in moving within the rebel lines. He furthermore stated, what I had already begun to see, to wit, *that if Wilmington had been captured, Butler would have lost his cotton*, as it would have fallen into our hands; and expressed his opinion freely that there was but little patriotism in any of our leading men; that they meant money, and like the one who, as he expressed it, was "doing such mean things for his own benefit," looked out first for themselves.

Howard has gone to Newbern, I suppose. The proprietor of the Atlantic Hotel in Norfolk, a relative of Butler, I believe, is concerned in the matter.

There may be no truth in Howard's statements. *If there is*, detectives will soon trace it out, and it will readily be seen *why* Wilmington was not taken, though it is hard to believe any man would so sell his country's honor.

You can use this letter to inform the proper authorities, for I consider it my duty as an officer, and a lover of my country's welfare, to make it known, but the result can be attained without my gaining any publicity.

I am, very respectfully, yours,

LEVI R. GREENE,
First Assistant Engineer U. S. N.

Senator H. B. Anthony.

Respectfully forwarded.

WILLIAM A. PARKER,
Commanding 5th Division, N. A. Squadron.

SECOND ATTACK UPON FORT FISHER.

Substance of Rear-Amdiral Porter's despatches, &c.

(Telegram in cipher.)

NAVY DEPARTMENT, *December* 29, 1864.

Lieutenant General GRANT, *City Point, Va.:*

The substance of despatches and reports from Rear-Admiral Porter, off Wilmington, is briefly this: The ships can approach nearer to the enemy's works than was anticipated. Their fire can keep the enemy away from their guns. A landing can easily be effected upon the beach north of Fort Fisher, not only of troops, but all their supplies and artillery. This force can have its flanks protected by gunboats. The navy can assist in the siege of Fort Fisher precisely as it covered the operations which resulted in the capture of Wagner. The winter, also, is the most favorable for operations against Fort Fisher. The largest naval force ever assembled is ready to lend its co-operation.

Rear-Admiral Porter will remain off Fort Fisher, continuing a moderate fire to prevent new works from being erected, and the iron-clads have proved that they can maintain themselves in spite of bad weather. Under all these circumstances, I invite you to such a military co-operation as will insure the fall of Fort Fisher, the importance of which has already received your careful consideration.

This telegram is made at the suggestion of the President, and in hopes that you will be able at this time to give the troops which heretofore were required elsewhere. If it cannot be done the fleet will have to disperse, whence it cannot again be brought to this coast.

GIDEON WELLES, *Secretary of the Navy.*

Lieutenant General Grant will send a competent force to co-operate in the capture of Fort Fisher, &c.

[Confidential.]

NAVY DEPARTMENT, *Saturday, December* 31, 1864.

SIR: Lieutenant General Grant will send immediately a competent force, properly commanded, to co-operate in the capture of the defences on Federal Point. It is expected that the troops will leave Hampton roads next Monday or Tuesday. This is all the information the department has to give you, but relies upon your skill and judgment to give full effect to any move that may be arranged.

The department is perfectly satisfied with your efforts thus far, and you will convey to all hands the satisfaction the department feels.

I am, sir, &c.,

GIDEON WELLES.

Rear-Admiral D. D. PORTER,
Comn'g N. A. Blockading Squadron, off Wilmington

Operations against Fort Fisher resumed.

FLAG-SHIP MALVERN,
Off Fort Fisher, N. C., January 14, 1865.

SIR: I have the honor to inform you that operations have been resumed against the forts at the entrance of Cape Fear river.

Since the first attack on that place and the subsequent withdrawal of the troops, I have been employed in filling the ships with ammunition and coal. The difficulties we have had to encounter no one can conceive. All our work had to be done with the larger vessels anchored on the coast, exposed (you may almost say at sea) to the violent gales that blow here almost incessantly. On these gales the enemy depend to break up our operations. We will see. We have gone through about the worst of it, have held on through gales heavy enough to drive anything to sea, and we have sustained no damage whatever.

After the troops arrived the weather set in bad and the gale was very heavy. As soon as it was over I got under way on the 12th instant, and forming the vessels in three lines, with the transports in company, I steamed for Fort Fisher.

On the morning of the 13th the fleet took its station in three lines, close to the beach, and the boats were sent at once to take off the troops. These were landed, with about twelve (12) days' provisions, at about two o'clock p. m.

This time I pursued a different plan in attacking the rebel works. I sent in the New Ironsides, Commodore Radford, leading the monitors Saugus, Canonicus, Monadnock, and Mahopac.

At 7.30 a. m. the forts opened on them as they approached, but they quietly took up their old position, within 1,000 yards of Fort Fisher, and, when ready, they opened their batteries. In this way I tempted the enemy to engage the monitors, that we might see what guns he had, and, seeing where they were, be able to dismount them by our fire.

Quite a spirited engagement went on between the forts and the Ironsides and monitors. It was soon apparent that the iron vessels had the best of it. Traverses began to disappear and the southern angle of Fort Fisher commenced to look very dilapidated.

The guns were silenced one after the other, and only one heavy gun, in the southern angle, kept up its fire.

The fire of this gun was not at all accurate, as it inflicted no damage on the iron vessels. They were hit, though, several times.

By way of letting the enemy know that we had some shell left on board the wooden ships, and did not intend to take any unfair advantage of him by using the iron vessels alone, I ordered line No. 1, (on the plan,) led by Captain Alden, of the Brooklyn, and line No. 2, led by Commodore Thatcher, of the Colorado, to go in and attack the batteries. This was done in the handsomest manner; not a mistake was committed except firing too rapidly and making too much smoke.

The heavy fire of the large vessels shut up the enemy's guns at once, and after firing till after dark the wooden vessels dropped out to their anchorage. The Ironsides and monitors maintained their positions through the night, firing a shell now and then. They are now lying within one thousand (1,000) yards of the fort, and one of the monitors within seven hundred (700) yards, and the fort does not fire a gun at them, thinking, no doubt, that it is a waste of powder.

The firing from the fleet will commence as soon as we get breakfast, and be kept up as long as the ordnance department provides us with shells and guns.

There is perfect understanding between General Terry and myself. I believe everything has been done to suit him. I have heard no complaints, and know that we have felt every disposition to help the army along.

A detailed report of our operations here will be sent in when we get through. I see no reason to doubt our success. The forts will be used up soon. We have a respectable force landed on a strip of land which our naval guns completely command, and a place of defence which would enable us to hold on against a very large army.

I will report to you by every opportunity.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF FORT FISHER.

[Telegraphed from Fortress Monroe, January 17.]

FROM OFF FORT FISHER, *January* 15, 1865.

SIR: Fort Fisher is ours. I send you a bearer of despatches with a brief account of the affair.

General Terry is entitled to the highest praise and gratitude of his country for the manner in which he has conducted his part of the operations. He is my *beau ideal* of a soldier and a general. Our co-operation has been most cordial. The result is victory, which will always be ours when the army and navy go hand in hand. The navy loss in the assault was heavy. The army loss is also heavy.

D. D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Report of Commander E. T. Nichols.—Capture of Fort Fisher.

FORTRESS MONROE, *January* 17.

The Atlantic is just in from Wilmington. Fort Fisher and works on Federal Point are in our possession. The assault was made by the army and sailors on Sunday afternoon, and by 11 p. m. the works were ours. Losses heavy.

Lieutenants S. W. Preston and B. H. Porter, of the navy, are killed. Our captures are seventy-two guns and about twenty-five hundred prisoners. Generals Whiting and Lamb, rebels, are prisoners and wounded. The Vanderbilt is on her way with despatches. Two 15-inch guns were burst on the monitors.

E. T. NICHOLS, *Commander.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Complimentary letter to Rear-Admiral Porter and General Terry.

NAVY DEPARTMENT, *January* 17, 1865.

SIR: The department has just received your brief but highly gratifying despatch, announcing the fall, on the 15th instant, of Fort Fisher, under the

combined assault of the navy and army, and hastens to congratulate you and General Terry, and the brave officers, sailors and soldiers of your respective commands, on your glorious success.

Accept my thanks for your good work.

GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral DAVID D. PORTER,
Com'dg N. A. B. Squadron, off Wilmington, N. C.

National salute to be fired from navy yards in honor of capture of Fort Fisher.

The following telegram was sent, immediately upon the receipt of the news, to the commandants of each of the navy yards:

NAVY DEPARTMENT, *January* 17, 1865.

Fire a national salute in honor of the capture, on the 15th instant, of the rebel works on Federal Point, near Wilmington, by a combined attack of the army and navy.

GIDEON WELLES, *Secretary of the Navy.*

Report of Rear-Admiral D. D. Porter.

U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, January 15, 1865.

SIR: I have the honor to inform you that we have possession of Fort Fisher, and the fall of surrounding works will soon follow. As I informed you in my last, we had commenced operations with the iron vessels, which bombarded while we landed the troops. On the 14th I ordered all the vessels carrying 11-inch guns to bombard, with the Ironsides—the Brooklyn taking the lead. By sunset the fort was reduced to a pulp; every gun was silenced, by being injured or covered up with earth, so that they would not work.

On the 15th General Terry and myself arranged for the assault, and I ordered 1,400 sailors and marines to participate. At daylight the iron vessels, Brooklyn and 11-inch gunboats, commenced battering the work, while the troops made a lodgement within 150 yards of the fort. At 10 o'clock all the vessels steamed in and took their stations, opening a heavy fire, which was kept up until 3 p. m., when the signal was made to assault, the soldiers taking the land side and the sailors the sea face, the ships changing (but not stopping) their fire to other works.

The rebels met us with a courage worthy of a better cause, and fought desperately. About thirty of the sailors and officers succeeded in getting to the top of the parapet, amidst a murderous fire of grape, canister, and musketry. They had planted the flag there, but were swept away in a moment. Others tried to get up the steep "*pan coupée.*" The marines could have cleared the parapet by keeping up a steady fire, but they failed to do so, and the sailors were repulsed.

Many a gallant fellow fell trying to emulate his brothers in arms, who were fighting to obtain an entrance on the northeast angle as it appears on our charts.

The enemy mistook the seamen's attack for the main body of troops, and opposed a most vigorous resistance there; but I witnessed it all, and think the marines could have made the assault successful. In the mean time our gallant soldiers had gained a foothold on the northeast corner of the fort, fighting like lions, and contesting every inch of ground.

The Ironsides and monitors kept throwing their shells into the traverses not occupied by our men, but occupied by the rebels.

In this way our troops fought from traverse to traverse, from three o'clock in the afternoon until ten at night. When the joyful tidings were signalled to the fleet we stopped our fire, and gave them three of the heartiest cheers I ever heard.

It has been the most terrific struggle I ever saw, and very much hard labor. The troops have covered themselves with glory, and General Terry is my *beau ideal* of a soldier and a general.

Our co-operations have been most harmonious, and I think the general will do the navy the credit to say that this time, at least, we "substantially injured the fort as a defensive work."

General Terry had only a few more troops than we had on the last occasion, when the enemy had only 150 men in the works, and this time the works were fully manned, and contained about 800 men at the time of the assault.

It is a matter of great regret to me to see my gallant officers and men so cut up, but I was unwilling to let the troops undertake the capture of the works without the navy's sharing with them the peril all were anxious to undergo, and we should have had the honor of meeting our brothers in arms in the works had the sailors been properly supported. We have lost about 200 in killed and wounded, and among them some gallant officers.

I regret to announce the death of Lieutenant S. W. Preston and Lieutenant B. H. Porter. They were both captured together in the attack on Fort Sumter, and died together in endeavoring to pull down the flag that has so long flaunted in our faces.

Lieutenant R. S. Lamson was severely wounded. He was lately associated with Lieutenant Preston in his perilous adventure of the powder-boat.

Lieutenant George M. Bache and a number of others were wounded—the former not dangerously.

The assault only took place a few hours ago, and I am unable to inform you of our casualties; they are quite severe from the assault, but we had no casualties from the enemy's cannon.

Knowing the impatience of the department to receive news from Fort Fisher, I have written these few hurried lines.

No one can conceive what the army and navy have gone through to achieve this victory, which should have been ours on Christmas day without the loss of a dozen men.

This has been a day of terrific struggle, and not surpassed by any events of the war. We are all worn out nearly, and you must excuse this brief and unsatisfactory account.

I will write fully by the Santiago de Cuba, which goes north to-morrow to carry the wounded.

Besides the men in Fort Fisher, there were about 500 in the upper forts, and a relief of about 1,500 men brought down by the steamers this morning. So far, I believe, we have only captured the garrison of Fort Fisher.

I don't suppose there ever was a work subjected to such a terrific bombardment, or where the appearance of a fort was more altered. There is not a spot of earth about the fort that has not been torn up by our shells.

I do not know yet the number of killed and wounded by our fire, but one fifteen-inch shell alone pierced a bomb-proof, killing sixteen and wounding severely twenty-five.

I presume we are in possession of all the forts, as Fort Fisher commands them all. It is so late now that I can learn nothing more until morning.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy, Washington, D. C.*

Additional report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, January 16, 1865.

SIR: I wrote you yesterday. We have all the forts. The army have captured 1,800 men and a large number of officers, including General Whiting and Colonel Lamb.

The gunboats are now in the river, and Wilmington is hermetically sealed against blockade runners. The rebels have destroyed the works on Smith island, and if they don't destroy Fort Caswell, it is no use to them; we will get that after a little while. You must not expect too much of us at one time; these works are tremendous. I was in Fort Malakoff a few days after it surrendered to the French and English; the combined armies of the two nations were many months capturing that stronghold, and it won't compare, either in size or strength, to Fort Fisher.

The forts contained seventy-five guns, and many of them heavy ones.

I have not yet learned what our casualties are in killed and wounded, but I think three hundred will cover them all.

We had a bad explosion in the fort this morning, which killed and wounded a number of men—about one hundred. Some of our seamen were blown up, and Acting Assistant Paymaster R. H. Gillette, of the Gettysburg, was killed. I do not know how many of the troops were killed.

I will send a detailed report as soon as I can get off the wounded and arrange matters generally.

The world never saw such fighting as our soldiers did.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, January 17, 1865.

SIR: I had the honor to make you a short report on the 15th, stating to you that Fort Fisher had been captured by the military and naval forces now here. I beg leave to submit now a detailed report of the operations, having received all or nearly all the information required to make out a complete report.

As soon as Major General Terry arrived at Beaufort, North Carolina, which he did on the 8th of January, we arranged together a plan of operations, which have proved successful.

The weather was threatening, and I advised the general to get his transports inside the harbor to avoid the violence of the coming gale; most of them, however, lay outside.

The gale blew very heavy for two days and nights. The ships-of-war all held on, and rode out at their anchors except the Colorado, which vessel was obliged to go to sea, having only one anchor left; with which alone she could not possibly have ridden out the gale, the sea being very heavy from the southwest, and breaking clean over the vessels. Knowing that the transports had arrived, the commanders all made strenuous exertions to keep their vessels at anchor off Beaufort, to be ready for the move that was about to be made.

Having expended almost every shot and shell in the first bombardment, it became necessary to take in about fifteen thousand more, and fill up with coal, which was done under the most adverse circumstances, the large vessels all lying outside in a heavy sea, and filling up as best they could.

The fleet, accompanied by the transports, steamed away on the 12th for Fort Fisher, and the wind being fair and moderate, I was in hope that we would be able to land the troops by 9 or 10 o'clock that night. The wind changing to southwest, we were obliged to anchor off Half-Moon battery for the night.

The fleet sailed in three columns.

Line No. 1, led by the Brooklyn, Captain James Alden, consisted of the Mohican, Commander Daniel Ammen; Tacony, Lieutenant Commander W. T. Truxtun; Kansas, Lieutenant Commander P. G. Watmough; Yantic, Lieutenant Commander T. C. Harris; Unadilla, Lieutenant Commander F. M. Ramsay; Huron, Lieutenant Commander T. O. Selfridge; Maumee, Lieutenant Commander Ralph Chandler; Pequot, Lieutenant Commander D. L. Braine; Pawtuxet, Commander J. H. Spotts; Seneca, Lieutenant Commander M. Sicard; Pontoosuc, Lieutenant Commander W. G. Temple; Nereus, Commander J. C. Howell.

Line No. 2, Minnesota, Commodore Joseph Lanman, leading, consisted of the Colorado, Commodore H. K. Thatcher; Wabash, Captain M. Smith; Susquehanna, Commodore S. W. Godon; Powhatan, Commodore J. F. Schenck; Juniata, Lieutenant Commander T. S. Phelps; Shenandoah, Captain D. B. Ridgley; Ticonderoga, Captain Charles Steedman; Vanderbilt, Captain C. W. Pickering; Mackinaw, Commander J. C. Beaumont; Tuscarora, Commander J. M. Frailey.

Line No. 3, Santiago de Cuba, Captain O. S. Glisson, leading, consisted of the Fort Jackson, Captain B. F. Sands; Osceola, Commander J. M. B. Clitz; Sassacus, Lieutenant Commander J. L. Davis; Chippewa, Lieutenant Commander E. E. Potter; R. R. Cuyler, Commander C. H. B. Caldwell; Maratanza, Lieutenant Commander George W. Young; Rhode Island, Commander S. D. Trenchard; Monticello, Lieutenant W. B. Cushing; Alabama, Acting Volunteer Lieutenant A. R. Langthorne; Montgomery, Acting Volunteer Lieutenant T. C. Dunn; Iosco, Commander John Guest.

The reserve division, under Lieutenant Commander J. H. Upshur, in the A. D. Vance, consisted of the Britannia, Acting Volunteer Lieutenant W. A. Sheldon; Tristam Shandy, Acting Volunteer Lieutenant F. M. Green; Lillian, Acting Volunteer Lieutenant T. A. Harris; Fort Donelson, Acting Master G. W. Frost; Wilderness, Acting Master H. Arey; Aries, Acting Volunteer Lieutenant F. S. Wells; Governor Buckingham, Acting Volunteer Lieutenant J. McDiarmid; the Nansemonde, Acting Master J. H. Porter; Little Ada, Acting Master S. P. Crafts, and Eolus, Acting Master E. S. Keyser, and Republic, Acting Ensign J. W. Bennett, being used as despatch vessels.

Great enthusiasm was displayed in the fleet when it was ascertained that troops had come to renew the attack on Fort Fisher, for great was the disappointment on account of the late failure.

Some of the vessels that accompanied the last expedition were badly damaged in various ways. The Sassacus had both rudders disabled, but her energetic commander, Lieutenant Commander J. L. Davis, was ready in time. The Mackinaw, Commander J. C. Beaumont, had one of her boilers knocked to pieces, but her commander would go on one boiler. The Osceola, Commander J. M. B. Clitz, in the same condition—one boiler smashed up with shot and a hole near the bottom—was ready for anything, and I heard no complaint from any one. With such a disposition on the part of the officers, I anticipated the most favorable results.

At daylight on the 13th instant, line No. 1 took position within six hundred yards of the beach to land the troops; lines Nos. 2 and 3 anchoring close to and outside of them, and the reserves taking charge of the provision vessels.

At 8.30 a. m. signal was made to the fleet to send boats to transports to land troops. At 2 p. m. we had landed eight thousand men, with twelve days' provisions and all their intrenching tools.

In the mean time the New Ironsides, Commodore William Radford; Saugus, Commander E. R. Colhoun; Canonicus, Lieutenant Commander George E. Belknap; Mahopac, Lieutenant Commander A. W. Weaver; and Monadnock, Commander E. G. Parrott, were ordered in to take a nearer position, the outside vessel (the Ironsides) being one thousand yards from Fort Fisher, which was the principal work, and on which the iron vessels were ordered to pour all their fire and endeavor to dismount all the guns. They got into position about 8 a. m., and opened fire deliberately.

The troops having all landed without opposition, at 3 p. m. I signalled line No. 2 to get under way and go in and attack. Line No. 1 was signalled to take position in front of the batteries, and line No. 3 was to remain and cover the landing party and get the field artillery on shore.

The different lines having formed into line of battle, steamed toward Fort Fisher, the Colorado leading, (the Minnesota having got a hawser around her propeller.) The vessels took their positions handsomely—having had some practice at that place—and delivered their fire as they fell in. The rapid fire of the monitors and Ironsides kept the rebels partly away from their guns, and they inflicted no damage on the fleet, the firing being very unsteady; indeed, I don't see how they could fire at all. After lines Nos. 1 and 2 got fairly anchored in position, the bombardment was very rapid and severe. This was continued without intermission from 4 o'clock p. m. until some time after dark, when the wooden vessels were ordered to haul out and anchor. The monitors and Ironsides were directed to keep up the fire during the night. The enemy had long ceased to respond to our fire, and kept in his bomb-proofs.

I could see that our fire had damaged some of their guns, and I determined that before the army went to the assault there should be no guns within our reach to arrest their progress.

Having found that the rebels could still bring some heavy guns to bear, which annoyed us somewhat, I determined to try another plan, and on the morning of the 14th ordered in all the small gunboats carrying 11-inch guns to fire slowly and try and dismount the guns on the face of the works where the assault was to be made. The Brooklyn was ordered to throw in a pretty quick fire to keep the rebels from working their guns. The attack was commenced at 1 p. m. and lasted till long after dark.

One or two guns only were fired this day from the upper batteries, inflicting no serious damage on any of the vessels except cutting away the mainmast of the Huron, and hitting the Unadilla once or twice. These guns we always silenced when a rapid fire was opened. The attack of the gunboats lasted until long after dark, and one vessel was employed firing (an hour each) throughout the night.

On this evening General Terry came on board to see me and arrange the plan of battle for the next day. The troops had got rested after their long confinement on shipboard and sea voyage, and had recovered from the drenching they received when landing through the surf. Having been long enough on their native element, they were eager for the attack.

It was arranged between the general and myself that the ships should all go in early, and fire rapidly through the day, until the time for the assault came off. The hour named was 5 p. m. I detailed 1,600 sailors and 400

marines to accompany the troops in the assault—the sailors to board the sea face, while the troops assaulted the land side.

Most of the sailors were armed with cutlasses and revolvers, while a number had Sharpe's rifles or short carbines. I herewith enclose the order of attack on the fort and the manner of approaching it. There was a perfect understanding between the general and myself, and a system of signals established (by the army code) by which we could converse at our pleasure, though nearly a mile apart and amid the din of battle.

At 9 a. m. on the 15th the squadron was signalled to attack in three lines, or assume position marked on the plan herewith enclosed.

All the vessels reached position at about 11 a. m., and each opened fire as they got their anchors down.

The same guns in the upper batteries opened again this day, with some effect, as you will see by reference to the reports of the different commanders; but no vessel was injured sufficiently to interfere in the least with her efficiency. The fire was kept up furiously all day. The Mound Hill battery kept up rather a galling fire with its two heavy guns, but the rebels were driven away from their works into their bomb-proofs, so that no vessel was in the least disabled.

At 2 o'clock I expected the signal for the vessels to "change the direction of their fire," so that the troops might assault. The sailors and marines had worked by digging ditches, or rifle-pits, to within two hundred yards of the fort, and were all ready. The troops, however, did not get into position until later, and at 3 o'clock the signal came. The vessels changed their fire to the upper batteries; all the steam-whistles were blown, and the troops and sailors dashed ahead, nobly vying with each other to reach the top of the parapet; we had evidently (we thought) injured all the large guns, so that they could not be fired to annoy any one. The sailors took to the assault by the flank along the beach, while the troops rushed in at the left, through the palisades that had been knocked away by the fire of our guns.

All the arrangements on the part of the sailors had been well carried out; they had succeeded in getting up to within a short distance of the fort, and lay securely in their ditches. We had but very few killed and wounded to this point. The marines were to have held the rifle-pits and cover the boarding party, which they failed to do. On rushing through the palisades, which extended from the fort to the sea, the head of the column received a murderous fire of grape and canister, which did not, however, check the officers and sailors who were leading. The parapets now swarmed with rebels, who poured in a destructive fire of musketry. At this moment, had the marines performed their duty, every one of the rebels would have been killed.

I witnessed the whole affair, saw how recklessly the rebels exposed themselves, and what an advantage they gave our sharpshooters, whose guns were scarcely fired, or fired with no precision. Notwithstanding the hot fire, officers and sailors in the lead rushed on, and some even reached the parapet, a large number having reached the ditch.

The advance was swept from the parapet like chaff; and notwithstanding all the efforts made by commanders of companies to stop them, the men in the rear, seeing the slaughter in front, and that they were not covered by the marines, commenced to retreat, and as there is no stopping a sailor if he fails on such an occasion on the first rush, I saw the whole thing had to be given up. In the mean time the troops were more successful on their side. The rebels, seeing so large a body of men coming at them on the sea side, were under the impression that it was the main attack, and concentrated the largest part of their forces at that point, and when they gave three rebel cheers, thinking that they had gained the day, they received a volley

of musketry in their backs from our gallant soldiers, who had been successful in gaining the highest parapet. Then commenced such a system of fighting as has never been beaten. Our soldiers had gained two traverses, while I directed the Ironsides to fire on the traverses occupied by the rebels. Four, five, and six traverses were carried by our troops in the space of an hour.

These traverses are immense bomb-proofs, about sixty feet long, fifty feet wide, and twenty feet high, seventeen of them in all, being on the northeast face. Between each traverse or bomb-proof are one or two heavy guns. The fighting lasted until 10 o'clock at night, the Ironsides and monitors firing through the traverses in advance of our troops, and the level strip of land called Federal Point being enfiladed by the ships to prevent re-enforcements reaching the rebels.

General Terry himself went into the fort, and I kept up constant communication with him until three hearty cheers, which were taken up by the fleet, announced the capture of Fort Fisher. Finding that the general felt anxious about the enemy receiving re-enforcements, I directed the sailors and marines to relieve the troops in the outer line of our defences, and a large number of soldiers were thus enabled to join our forces in the fort.

It will not be amiss for me to remark here that I never saw anything like the fearless gallantry and endurance displayed by our troops. They fought like lions, and knew no such word as fail. They finally fought and chased the rebels from traverse to traverse until they reached Battery Lamb, or the Mound, a face of work extending about 1,400 yards in length. At this point the rebels broke and fled to the end of Federal Point. Our troops followed them up, and they surrendered at discretion.

Thus ended one of the most remarkable battles on record, and one which will do more damage to the rebel cause than any that has taken place in this war. Twenty-three hundred rebels manned Fort Fisher; 1,900 were taken prisoners; the rest were killed or wounded. I may have stated some inaccuracies with regard to these military matters, which I will leave to General Terry to supply.

I have since visited Fort Fisher and the adjoining works, and find their strength greatly beyond what I had conceived. An engineer might be excusable in saying they could not be captured except by regular siege. I wonder even now how it was done. The work, as I said before, is really stronger than the Malakoff tower, which defied so long the combined power of France and England; and yet it is captured by a handful of men under the fire of the guns of the fleet, and in seven hours after the attack commenced in earnest.

I cannot say too much in praise of the conduct of this fleet during the time we have been engaged in these operations. I do not know an officer in command who has not performed his duty to the best of his ability. There may be some who have done better than others, but, after all, that may be a mere matter of opinion, or a matter of prejudice or partiality. All did their best, and we can ask no more.

To make invidious distinctions in a report of this kind would be causing matter for dispute, and I shall content myself with saying that the government may well be proud of those whom it has intrusted here with the command of the vessels.

I leave each commander to tell what his subordinates have done, and refer the department to the reports of divisional commanders for an account of what they saw and did. I will, however, make a special report of what I consider due to those who have been engaged in this contest, and have persistently fought for the Union.

I refer you to Lieutenant Commander K. R. Breese, who led the assault. The result was not what I expected when I planned the attack; but it would

have succeeded without severe loss had the marines performed their duty. As it is we have lost heavily, and the country has lost some gallant officers, who fell on the enemy's ramparts.

The success is so great that we should not complain. Men, it seems, must die that this Union may live, and the Constitution under which we have gained our prosperity must be maintained. We regret our companions-in-arms, and shed a tear over their remains; but if these rebels should succeed we would have nothing but regret left us, and our lives would be spent in terror and sorrow.

As soon as the forts were taken I pushed the light-draught gunboats into the river; that is, as soon as I could find and buoy out a channel and take up the torpedoes, which were very thick. We found the wires leading to many, and under-ran them with boats. We found the torpedoes too heavy to lift with our ordinary boats, and they must have contained at least a ton of powder. The rebels seemed disposed to pay us back for the famous torpedo Louisiana, which exploded in their harbor and did them no harm.

We had some difficulty in getting the vessels across the bar and into the river, as the channel is very narrow and the bar very shoal; a few of them got stuck, but were got off again with the tide. We all came to the conclusion that we had followed the right plan to capture Fort Fisher, one in which the nautical man of any sense will concur. After I got three of the gunboats inside the bar and under the Mound the rebels prepared to evacuate Fort Caswell. Two steamers near the fort (which I think were the Tallahassee and Chickamauga) were set fire to and blown up after the rebels had set fire to the fort that blew up last night with a heavy explosion, followed by some minor ones. The barracks were apparently in flames all night, and some little works between this and Caswell blown up. I have sent vessels to see what has been done, and shall be governed accordingly.

I think they are burning up everything in Wilmington, and are getting away as fast as they can. In the mean time a large force of gunboats occupies the river between Caswell and Wilmington. That place is hermetically sealed against blockade-runners, and no Alabamas or Floridas, Chickamaugas or Tallahassees will ever fit out again from this port; and our merchant vessels will soon, I hope, be enabled to pursue in safety their avocation.

I send you a list of killed and wounded. We have lost more than I first estimated.

We expended in the bombardment about 50,000 shells, and have as much more on hand. I feel much indebted to the Bureau of Ordnance for so promptly supplying us with ammunition and guns.

We shall move along carefully, have no vessels blown up by torpedoes if I can help it, and I think we will be in Wilmington before long.

You may rest satisfied, sir, that the gate through which the rebels obtained their supplies is closed forever, and we can sit here quietly and watch the traitors starve.

I enclose you a number of reports, (dry, though necessary details,) with which I will not overload my report (already too long) on such an interesting occasion.

The number of guns captured in these works amounts to seventy-five, many of them superb rifle pieces of very heavy calibre. All those facing the ships were dismounted or injured so they could not be used, or the muzzles were filled up with sand or dirt, which rendered them useless. I only saw two that were not rendered useless.

I believe we have burst all the rifled guns left in the fleet, (one on the Susquehanna, one on the Pequot, one on the Osceola,) and I think the reputation of these guns is now about ruined.

I shall take occasion in another despatch to call your attention to those officers whom I consider worthy of the most praise, and the approbation and notice of the department.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

List of officers killed and wounded during the attack upon Fort Fisher.

Killed in the assault.—Lieut. S. W. Preston, Flag Lieutenant; Lieut B. H. Porter, commanding flag-ship Malvern; Assistant Surgeon Wm. Longshaw, U. S. steamer Minnesota; Acting Ensign Robert Wiley, U. S. steamer Montgomery.

Killed by explosion of magazine in Fort Fisher, January 16.—Acting Assistant Paymaster R. H. Gillett, U. S. steamer Gettysburg; Acting Ensign J. S. Leighton, U. S. steamer Gettysburg.

Wounded in the assault.—Lieut. Commander W. N Allen, U. S. steamer Tuscarora; Lieut. G. M. Bache, U. S. steamer Powhatan; Lieut. R. H. Lamson, commanding U. S. steamer Gettysburg; Acting Volunteer Lieut. F. F. Baury, U. S. steamer Colorado; Ensign R. D. Evans, U. S. steamer Powhatan; Ensign Ira Harris, U. S. steamer Powhatan; Acting Ensign L. R. Chester, U. S. steamer Pontoosuc; Acting Ensign James Bertwistle, U. S. steamer Minnesota; Acting Ensign F. A. O'Connor, U. S. steamer Minnesota; Acting Ensign G. W. Coffin, U. S. steamer Gettysburg; Acting Ensign B. Wood, U. S. steamer Tristam Shandy; Acting Master A. J. Louch, U. S. steamer Mackinaw; Acting Master's Mate E. K. Green, U. S. steamer Mackinaw; Acting Master's Mate J. M. Simms, U. S. steamer Minnesota; Acting Master's Mate A. F. Aldridge, U. S. steamer Tuscarora.

Total officers killed and wounded, 21.

Killed, wounded and missing in the attack upon Fort Fisher, including the explosion of the magazine.

Flag-ship Malvern, 3 killed and 1 wounded; Saugus, 1 wounded; Pontoosuc, 7 wounded; Kansas, 1 wounded; Tacony, 2 killed and 12 wounded; Canonicus, 3 wounded; Ticonderoga, 1 killed and 6 wounded; Iosco, 2 killed and 12 wounded; Shenandoah, 6 killed and 5 missing; Tuscarora, 3 killed and 12 wounded; Rhode Island, 8 killed and 2 wounded; Huron, 5 wounded; Montgomery, 2 killed and 4 wounded; Monticello, 4 killed and 4 wounded; Wabash, (incomplete,) 12 wounded; Tristam Shandy, 2 wounded and 1 missing; Susquehanna, 3 killed and 15 wounded; Juniata, 5 killed and 10 wounded; Santiago de Cuba, 1 killed and 9 wounded; Fort Jackson, 1 killed and 10 wounded; Yantic, 2 killed and 2 wounded; Powhatan, 3 killed, 19 wounded, and 7 missing; Minnesota, 13 killed and 23 wounded; Colorado, 3 killed, 14 wounded, and 8 missing; Nereus, 3 killed and 3 wounded; Pequot, 3 killed and 5 wounded; Gettysburg, 6 killed and 6 wounded; Mackinaw, 2 wounded; Mohican, 12 killed.

Total—Killed, 74; wounded, 213; missing, 22.—Total killed, wounded, and missing, 309.

Special orders of Rear-Admiral D. D. Porter, Nos. 7, 8, and 10.

[Special Order No. 7.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 1, 1865.

The commanders of all vessels will have their chart plans of last attack sent in without delay, to be corrected ready for next attack, and mark the name of their ship in plain letters on the plan.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

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[Special Order No. 8.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 3, 1865.

A great many shells were thrown away firing at the flag-staff. These are generally placed at a point to entice us to fire at them, and no harm is done by this kind of firing. Commanders are directed to strictly enjoin upon their officers and men never to fire at the flag or pole, but to pick out the guns; the stray shells will knock the flag-staff down. Commanders are directed particularly not to show their plans or general orders in relation to this expedition to any one.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

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[Special Order No. 10.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 9, 1865.

The following vessels will form a separate line, under command of Lieutenant Commander Upshur, for the purpose of landing the provisions and stores for the army, viz: A. D. Vance, Fort Donelson, Aries, Emma, Lillian, Tristram Shandy, Britannia, and the Wilderness. The Nansemond, Moccasin, and Little Ada will act as messengers as before.

It is proposed now that the troops shall be first landed before any attack is made on the fort by all the vessels. The Brooklyn will lead in with the vessels attached to her line, and anchor in a position to cover the landing, and drive away the rebels if any are there. The landing will probably be made at the same place as before.

Line No. 2 will anchor where their guns can reach, (somewhere in about five fathoms water and not less,) and where they can fire clear of the first line.

Line No. 3 will keep under way a short distance outside the other lines, ready to act as circumstances may require.

The transports will anchor in line outside of line No. 1, and be ready to deliver their troops as fast as the boats come alongside. All the vessels will lower their boats as quick as they anchor, and send them to the transports, line No. 3 doing the same.

When the troops are all landed, the boats will be hoisted up on the port side, and those belonging on the starboard side will be secured alongside for towing, so that they can be manned at a moment's notice, when the assault comes off.

If practicable, the New Ironsides and the monitors will be ordered on to bombard the fort and dismount the guns while the troops are getting on shore. This will be done when the signal is made to the New Ironsides to attack, the monitors following her.

While the vessels are firing, the commanders will keep an intelligent officer at the main-topmast-head to regulate the firing and tell the effect of the shot. The commanders of smaller vessels will have a like lookout kept at the main-mast-head. The officers aloft will note all information that may be valuable, as they can see what is going on in the river inside.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

General Orders of Rear-Admiral D. D. Porter, No. 78, 81, 82, *and* 84.

[General Order No. 78.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 2, 1865.

The order of attack for the next bombardment of Fort Fisher will be as follows :

The New Ironsides, Commodore Radford, will lead in, and anchor with the centre of the northeast face of the fort bearing west by south half south, the monitors following. The iron-clads will anchor in succession, as follows : The Dictator will anchor close to, and but a length ahead and outside of, the New Ironsides. The Mahopac, Canonicus, and Saugus will anchor in a line close together, between the New Ironsides and the beach ; and the Monadnock will select a position in the same line, so that she will have room to swing and bring both turrets to bear.

When these vessels are fully engaged, signal will be made to the Brooklyn to go in and engage the enemy, taking her position at anchor close under the stern of the New Ironsides, with her broadside bearing on Fort Fisher. The Brooklyn will be followed in by the Mohican, Tacony, Kansas, Unadilla, Huron, Maumee, Pawtuxet, Seneca, Pontoosuc, Nyack, Yantic, and Nereus, in the order in which they are marked on the chart. The line when anchored should be with the Brooklyn, bearing about south by east. This will be line of battle No. 1.

Line of battle No. 2 will take position when the leading vessel of line No. 1 is anchored, with the Minnesota leading, Colorado next, Wabash, Susquehanna, Powhatan, Juniata, Shenandoah, Ticonderoga. After the Minnesota anchors in her old place, (or closer,) where her guns will clear the New Ironsides, the Colorado will pass her and anchor, both ships firing slowly to get their range as they go in. When the Colorado is anchored and firing with effect, all the vessels of line No. 2 will anchor in position exactly as they did on a previous occasion.

The Vanderbilt will then anchor a little outside of and between the Colorado and Wabash, Mackinaw between Susquehanna and Wabash, and Tuscarora between Juniata and Powhatan.

When line No. 2 has anchored, line No. 3 will take position, the Santiago de Cuba leading, which vessel will anchor with the centre of the southeast face of Fort Fisher bearing northwest half north, or just ahead of Ticonderoga. The Fort Jackson will then pass the Santiago de Cuba, and anchor as close as she can get; the Osceola will pass the Fort Jackson and anchor, and so on with Sassacus, Chippewa, R. R. Cuyler, Maratanza, Rhode Island,

Monticello, Alabama, Montgomery, Keystone State, Quaker City, ending with the Iosco.

When the signal is made to form line of battle, all the vessels of lines Nos. 1, 2, and 3 will fall in line in the order mentioned ; the Brooklyn leading line No. 1, the Minnesota line No. 2, and the Santiago de Cuba line No. 3. When any vessel is missing, the vessels behind must close up. All the vessels can with safety get in closer than they did the last time. For this they must depend on the lead and past experience.

All firing against earthworks when the shell bursts in the air is thrown away. The object is to lodge the shell in the parapets, and tear away the traverses under which the bomb-proofs are located. A shell now and then exploding over a gun *en barbette* may have good effect, but there is nothing like lodging the shell before it explodes. The red lines on the chart indicate the object each vessel is to fire at as near as we can make out the works.

In case it is determined to land the troops before engaging the forts, signal will be made. Each vessel will have her boats in readiness to disembark the troops as rapidly as possible. When the signal is made they will run in and anchor close to the shore, covering the landing with their guns. The paddle steamers will not use their paddle boats (but only their davit boats) unless ordered to do so. All these things will be regulated by signal. All the precautions observed in General Order No. 75 will be observed on this occasion.

Fire deliberately. Fill the vessels up with every shell they can carry, and fire to dismount the guns, and knock away the traverses. The angle near the ships has heavy casemates; knock it away. Concentrate fire always on one point. With the guns disabled, the fort will soon be ours.

No vessel will retire from line unless in a sinking condition, nor without permission.

So many accidents have happened with the 100-pounder rifles, that I recommend, if they be used at all, the charges be reduced to seven (7) pounds ; and as the time fuzes burst after leaving the gun, fire them with a patch on or fire percussion shell.

When the troops are ready for the assault, signal will be made to "change the direction of fire," by hoisting general signal 2211, and blowing the steam-whistle, which whistle every vessel will repeat, and officers will be stationed at the hatches to pass the word. When the signal 2211 is made, all the vessels will stop firing at Fort Fisher, and concentrate their fire on the batteries to the left or above it; the Tacony, Kansas, Unadilla, Huron, Maumee, Pawtuxet, Seneca, Pontoosuc, Nyack, Yantic, and Nereus, giving their guns *great* elevation, and firing over to reach the river, to disturb any rebel troops that may be resting there. To avoid accidents by firing over our troops by these last-mentioned vessels, the patches will not be taken off the shell until the assaulting column is in the works.

If the troops are driven back, the firing will be directed on Fort Fisher again when the signal is made, and this plan will be followed from time to time as assaults are made and repulsed.

There is one thing to which I beg leave to call attention. When the range is once obtained, the officer of division should note in a book the distance marked on the sight, so that he will not forget it. When the smoke becomes thick, and objects dim, a reference to the notes and an examination, to see if the sight is properly set, will assist very much in insuring accuracy of fire.

DAVID D. PORTER,
Rear-Admiral Com'dg North Atlantic Squadron.

[General Order No. 81.]

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, January 4, 1865.

Before going into action the commander of each vessel will detail as many of his men as he can spare from the guns as a landing party.

That we may have a share in the assault, when it takes place, the boats will be kept ready, lowered near the water on the off side of the vessels. The sailors will be armed with cutlasses, well sharpened, and with revolvers. When the signal is made to man the boats, the men will get in, but not show themselves. When signal is made to assault, the boats will pull around the stern of the monitors and land right abreast of them, and board the fort on the run in a seaman-like way.

The marines will form in the rear and cover the sailors. While the soldiers are going over the parapets in front, the sailors will take the sea face of Fort Fisher.

We can land two thousand men from the fleet and not feel it. Two thousand active men from the fleet will carry the day.

Two boat-keepers will be kept in each boat.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

[General Order No. 82.]

NORTH ATLANTIC SQUADRON, FLAG-SHIP MALVERN,
Beaufort, N. C., January 5, 1865.

The distinguishing flags of the different lines of battle will be as follows

When signalizing to line No. 1, one (1) black ball over the cornet will be hoisted.

When signalizing to line No. 2, two (2) black balls over the cornet will be hoisted.

When signalizing to line No. 3, three (3) black balls over the cornet will be hoisted.

The vessels leading these lines will repeat the signals made by the flag-ship.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

[General Order No. 84.]

NORTH ATLANTIC SQUADRON, FLAG-SHIP MALVERN,
Beaufort, N. C., January 6, 1865.

When ready to start, the Santiago de Cuba will tow the Canonicus, the Fort Jackson the Mahopac, the Alabama the Saugus, and the Rhode Island the Dictator, if she comes. The Mohican will go ahead of the Monadnock, and take care of her; the Vanderbilt will tow or keep company with the Dictator, and the Pontoosuc will go ahead of the Monadnock to guide her, as her compass does not work. When these vessels arrive at the scene of action, they will drop into their respective lines.

DAVID D. PORTER,
Rear-Admiral, Com'dg North Atlantic Squadron.

Rear-Admiral D. D. Porter's landing orders.

FLAG-SHIP MALVERN,
Off New Inlet, N. C., January 15, 1865

[Landing Orders.]

The landing party will land out of gunshot of the fort, and as fast as the boats get rid of their load they will be shoved off, and the boat-keepers will pull off and hang to the stern of the Nansemond, which vessel will be anchored off the landing.

When the men are landed they will be formed and kept together, the marines forming by themselves.

Lieutenant S. W. Preston will have charge of the men with shovels. He will advance as near the fort as he safely can without running the risk of a single man, and commence throwing up rifle-pits rapidly. He will first advance with a thin line of sappers, and as soon as he can get a ditch deep enough for shelter, the marines will go in in thin squads, and occupy them. As the sand is thrown up high enough to conceal a person, other sappers will come in behind and dig it deeper. There will be required a three and a half feet ditch, and about the same height of earth thrown out. The object is to get as close to the fort as possible, and with perfect safety, so that the men will have shelter to go to in case of the enemy firing grape and canister.

The officers leading the men must make them keep under command—not show themselves until the signal is made and the army move to the assault. No move is to be made forward until the army charges, when the navy is to assault the sea or southeast face of the work, going over with cutlasses drawn and revolvers in hand. The marines will follow after, and when they gain the edge of the parapet they will lie flat and pick off the enemy in the works. The sailors will charge at once on the field-pieces in the fort and kill the gunners. The mouths of the bomb-proofs must be secured at once, and no quarter given if the enemy fire from them after we enter the fort. Any man who straggles, or disobeys orders, is to be sent to the rear under a guard. The men must keep their flags rolled up until they are on the top of the parapet and inside the fort, when they will hoist them.

Remember, the sailors, when they start to board, are to go with a rush, and get up as fast as they can. Officers are directed not to leave their companies under any circumstances, and every company is to be kept together. If, when our men get into the fort, the enemy commence firing on Fort Fisher from the Mound, every three men will seize a prisoner, pitch him over the walls, and get behind the fort for protection, or into the bomb-proofs.

The fleet captain will take charge of the landing party, and all the commands will report to him. He represents me on this occasion, and all his orders will be promptly obeyed.

DAVID D. PORTER, *Rear-Admiral.*

Report of Fleet Captain K. R. Breese.

FLAG-SHIP MALVERN,
Off Fort Fisher, N. C., January 16.

SIR: I have to report that, in obedience to your order, I represented your flag in commanding the assault on Fort Fisher, and beg leave to state as follows:

Lieutenant S. W. Preston had charge of a force of about ten men from each ship, with shovels and picks, and threw up within six hundred yards of the fort a well-protected breastwork, and from that gradually advanced to within two hundred yards a succession of rifle-pits, which were most promptly occupied by a line of skirmishers composed of marines, under Second Lieutenant L. E. Fagan, United States marine corps. The manner in which this was done reflects most creditably upon Lieutenant Preston. As the advance was made he came to me and reported his work finished, and asked that he might be employed in any way. Lieutenant Preston's services were most useful to me, and in his last moments he attempted to send me word that he had carried out my orders.

The assaulting party was composed of about sixteen hundred seamen and four hundred marines, divided into four lines, as follows: First line, composed of marines, Captain L. L. Dawson, United States marine corps, commanding. Second line, composed of the landing party of the first and fourth divisions of the squadron, Lieutenant Commander C. H. Cushman, commanding. Third line, composed of the landing party of the second division of the squadron, commanded by Lieutenant Commander James Parker, who most generously waived his seniority upon reading your order that I should represent you on shore. Fourth line, composed of the landing party of the third division of the squadron, commanded by Lieutenant Commander T. O. Selfridge. The second, third, and fourth lines were of about equal strength.

It was intended that the men should assault in line, the marines acting as sharpshooters, and the different lines were to charge over them; but from the difficulty I had of informing myself of the time when the army was to assault, which was to guide our movements, that moment found us too far off to move to the attack unless under cover. When I discovered that the army was moving to attack the fort, I ordered the men to advance by the flank, along the beach, hoping to be able to form them for the assault under cover of the marines; but four hundred yards distance, exposed to a most galling fire of musketry, threw a portion of the marines into the first line, and the rest of them did not take position as they should.

The second and third lines came along and the heads of the three lines joined and formed one compact column, which, filing up to the sea face of Fort Fisher, assaulted to within fifty yards of the parapet, which was lined with one dense mass of musketeers, who played sad havoc with our men. Although exposed to a most severe fire from the enemy, the men were rallied three times under the personal encouragement and exposure of their commanding officers, but failed to gain much ground. A few officers and men reached the parapet. I don't know their names, but they will doubtless be found in the reports of the officers accompanying the party.

The marines having failed to occupy their position, gave the enemy an almost unmolested fire upon us.

Men armed with Sharpe's rifles, and the few marines in the front, opened the fire, but it was too feeble to be of avail. Finding the rear of the men retreating, I hastened toward it to form them under cover, and have them use their rifles, but they were too far distant for me to reach them, and I accordingly returned to a position near the works. As I did so the remaining men, notwithstanding all attempts to stop them, fled, with the exception of about sixty, among whom were Lieutenant Commanders James Parker, C. H. Cushman, T. O. Selfridge, and M. Sicard, and Lieutenants N. H. Farquhar and R. H. Lamson, the latter of whom was wounded, and several volunteer officers whose names I unfortunately do not know.

The fire of the enemy was so severe that the few of our men remaining had to seek such cover as they could, and there remained until dark, when

a demonstration upon the part of the rebels induced all to make a rush, and most succeeded in escaping.

The country will regret the death of Lieutenant S. W. Preston, acting as my aid in carrying orders, who was killed in front; and of Lieutenant B. H. Porter, killed in the early assault, at the head of the column; and of several volunteer officers, seamen, and marines, killed during the attack.

Of Assistant Surgeon William Longshaw special mention should be made on account of his great bravery and attention to the wounded under the hottest fire, until finally he fell a victim in the very act of binding up the wounds of a marine.

I can but attribute the failure of the assault to the absence of the marines from their position, as their fire would have enabled our boarders to use their cutlasses and pistols most effectively. By this I would imply the lack of proper organization, it being impossible in the short space of time, on account of throwing so many small squads of men from the different vessels together in one mass, lacking proper company formations, and wholly unacquainted with each other, to secure such organization.

This led to the confusion exhibited, for it was not due to any want of personal valor on the part of the officers or men.

Although the officers and men were exposed to a severe fire from the enemy, to them of a novel character and upon a novel element, which would have tried veterans, yet they advanced nobly, and the survivors must be satisfied that they contributed in no small degree to the success of the army. The enemy believing, as I am informed, that the main assault was to come from us, were much surprised upon looking to their rear to find the army so far advanced in their works.

The medical officers sent on shore with the landing party established their field hospital at a work about a mile from the fort, where Assistant Surgeon B. H. Kidder took charge of the wounded who were conveyed there, and their wants attended to as well as circumstances would permit.

As near as I could estimate, there were about sixty-five killed and two hundred wounded.

Lieutenant Commander W. B. Cushing, in the extreme front, finding nothing could be done, left with the retreating men, and succeeded finally in rallying them, and, at the request of General Terry, occupied the lines near his headquarters, which enabled him to withdraw men to re-enforce his force in the fort.

Being a witness to the assault of the army after our repulse, I cannot but express my admiration of the extreme gallantry of its attack.

Where one act of personal bravery was displayed on the part of the enemy, a dozen or more were conspicuous on our part; and it was the most imposing sight to see how splendidly our brave soldiers did their work.

In conclusion I would say, that I may have omitted the names of officers who have distinguished themselves by their gallantry, yet I could not fail to mention those above named who came personally under my notice, and I trust that the commanding officers of the assaulting lines will do justice to all.

To Lieutenant Commander James Parker I would say that I was a witness to his efforts to advance the men to the free exposure of his person, and, although ranking me, he would let no obstacle of that nature interpose and check his endeavors to do his utmost to capture the fort.

To your secretary, Mr. C. P. Porter, acting as my aid, I am very much indebted. Though frequently sent to the rear with orders, he was most promptly back, and at the assault he was found at the front.

Although the assaulting party failed, I think it but due to those who advanced, and to the memories of the slain, to claim for them, through their

strong demonstration, a corresponding resistance from the enemy, and a weakening of the rebel defence towards our army.

I have been informed by the officers who conversed with prisoners that the enemy believed ours to be the main assault, and concentrated against us their main force. In saying this I would not wish to be understood in the least to detract from the splendid gallantry exhibited by our army, which was worthy of the highest commendation that can be bestowed.

Very respectfully, your obedient servant,

K. R. BREESE, *Fleet Captain.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commodore H. K. Thatcher.

UNITED STATES STEAM FRIGATE COLORADO,
Off Wilmington, N. C., January 14, 1865.

ADMIRAL: I have the honor to report the following as the result of the operations of this ship on the 13th instant: At 4 a. m., in obedience to signal, got under way from our anchorage near Wilmington, and steamed towards the forts in line of battle, the Minnesota ahead. At 8 a. m. anchored within easy range of the coast in six and a half fathoms, (forts about five miles distant, bearing NE. by N.,) to cover the landing of troops, and sent five boats to assist in landing them from the transports. Commenced shelling the woods skirting the coast; at 8.55 ceased firing, in obedience to your signal. At 11.10 the third line of gunboats steamed along shore, shelling the woods, whilst the troops were being landed rapidly. At 3 p. m. recalled boats, in obedience to your signal. At 3.15 got under way, all the troops having been successfully landed. At 3.45 proceeded to attack the forts without regard to the Minnesota, in accordance to your signal, followed by the rest of the line. At 4.40 opened fire upon the forts, with stream hawser fast to the New Ironsides, and continued the action briskly, in easy range, until 5.50 p. m., when, by your order, we ceased firing and retired from action, (it being then too dark to discern objects on shore.) At 7 p. m. anchored in eight fathoms, Fort Fisher bearing W. SW., distant three miles. My casualties were one killed, (Robert Little, seaman,) one severely wounded, one wounded. Hulled six times by the forts; one 150-pound solid shot through berth-deck; one 150-pound solid shot through gun-deck, cutting through side; one 150-pound solid shot through port sides above water-line, and lodging in a beam end, where it remained; two 150-pound solid shots striking sheet chain and cutting it through. The enemy's shell exploded over the hull of this ship, but without serious injury. I forward herewith reports of Surgeon Jas. McLelland and of the warrant officers.

I am much gratified to have it in my power to report that the officers and crew of this ship behaved with their usual gallantry. I have to commend to your notice, especially, Lieutenant M. L. Johnson, who, in the midst of a heavy fire from the enemy, with a boat's crew of volunteers, carried a hawser from this ship to the New Ironsides, in order to enable us to bring all the guns to bear from the port battery, and was, for more than half an hour, a target for the forts, which they availed themselves of, but fortunately without success. I cannot omit the opportunity to speak in the highest terms of Acting Ensign W. G. Perry, who, when the action commenced, had just returned to the ship, after having been absent all day with the boats in land-

ing troops, and although drenched to the skin, and worn out with fatigue went immediately to the second division, which he commanded, and fought his guns splendidly through the action. In addition to this, Mr. Perry is, in all respects, worthy of an additional grade.

I am, sir, very respectfully, your obedient servant,

H. K. THATCHER,
Commodore United States Navy.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

UNITED STATES FRIGATE COLORADO,
Off Fort Fisher, January 13, 1865.

SIR: I have the honor to report the following casualties which occurred on this ship in the engagement of to-day: Robert Little, (seaman) killed; Hanson F. Carver, (ordinary seaman,) severely wounded; James Foster, (seaman,) wounded.

I am, sir, very respectfully, your obedient servant,

J. McLELLAND,
Surgeon United States Navy.

Commodore H. K. THATCHER,
U. S. Frigate Colorado, Commanding First Division N. A. S.

Carpenter's Report.

UNITED STATES SHIP COLORADO,
Off Wilmington, N. C., January, 14, 1865.

SIR: I have the honor to submit the following report of damage sustained by the hull of this ship in the action of the 13th instant: One solid shot between Nos. 12 and 13 guns, five feet from the water-line, doing much damage; one shot between Nos. 10 and 11 guns, at the water-line—damage slight; one shot forward of starboard gangway, at the water-line—damage light; one shot between Nos. 7 and 8 guns, five feet from water-line; one shot at No. 5 gun, coming through the forward part of gun-deck battery, and with much damage; one shot between Nos. 3 and 4 guns, coming through on berth-deck, two feet from the water-line, doing much damage.

Very respectfully, sir, your obedient servant,

J. G. MYERS,
Carpenter United States Navy.

Commodore H. K. THATCHER,
Com'dg U. Ship Colorado.

Gunner's Report.

UNITED STATES STEAMER COLORADO,
Off Wilmington, N. C., January 14, 1865.

SIR: I respectfully report the following damage done to the battery, and the amount of ammunition expended on January 13, 1865: Bracket of carriage, No. 5 port, struck by shot, damaging it slightly; one revolver stock knocked off, and otherwise badly damaged; one belt cut in two. The

above revolver and belt were worn by a man killed in action. Expended 756 charges powder, 9-inch, 10 pounds; 30 charges powder, 11-inch, 15 pounds; 756 shells, 9-inch, 10″ fuze; 30 shells, 11-inch, 10″ fuze.

Very respectfully,

W. WILSON, *Gunner.*

Commodore H. K. THATCHER, *Com'dg.*

U. S. SHIP COLORADO,
Hampton Roads, Va. January 20, 1865.

COMMODORE: In obedience to your order of this day I have the honor to present to you the following report in relation to the storming party from this ship, under my command, at the assault on Fort Fisher on the 15th instant by the sailors and marines of the squadron. In obedience to your orders I landed in charge of one hundred and thirty men from this ship, together with the marine guard. After landing and forming the men, I reported to Lieutenant Commander Breese, who assigned my command to the first division, Lieutenant Commander Cushman, commanding, by whose orders I detached a squad of twelve men with shovels to report to Lieutenant Preston, to assist in throwing up intrenchments. The assaulting party then marched up the beach, by the flank, and after reaching a point nearly abreast the sea-face of the fort, were ordered to take cover under a ridge of sand to await the assault. The final assault being ordered, the whole force advanced by the run up the sea-face of the work, the enemy pouring in a heavy fire of musketry, with an occasional discharge of grape and canister. The marines, who were alone armed with muskets, and were to form a covering party, returning the fire but feebly. The men broke in spite of all my attempts to rally them, and rushed down to the beach in disorder. By great exertions I succeeded in rallying a portion of my command, and by orders of Lieutenant Commander Cushing took charge of the intrenchments. At dark, by order of Lieutenant Commander Blake, I took my command up the beach and occupied a portion of the work in front of the rebel General Hoke's division. A. V. Lieutenant F. F. Baury and Acting Ensign W. G. Perry behaved gallantly during the assault and greatly assisted me in carrying out my orders.

I regret to report that A. V. Lieutenant Baury was severely wounded in the hip during the assault. Assistant Surgeon B. H. Kidder from this ship, in charge of the hospital, rendered every assistance to the wounded.

Assistant surgeon reports the following casualities: Three killed, fifteen wounded. I would also report eight missing, making a total loss of twenty-six.

Very respectfully, your obedient servant,

H. B. ROBESON, *Lieutenant U. S. Navy.*

Commodore H. K. THATCHER,
Commanding First Division N. A. Squadron.

Forwarded to Rear-Admiral D. D. Porter, commanding fleet.

H. K. THATCHER, *Commodore.*

Report of casualties.

U. S. SHIP COLORADO,
Off Wilmington, N. C., January 16, 1865.

ADMIRAL: I have the honor to report the following list of killed, wounded and missing from this ship of the assaulting party on Fort Fisher on the 15th instant, so far as can be ascertained at this moment.

Killed.—Frederick S. Hayford, ordinary seaman, Geo. H. Winson, landsman.

Wounded.—Joseph W. Clows, seaman, seriously; Robert A. Boardman, landsman, doubtful; Arthur Doyle, seaman, seriously; George Taylor, ordinary seaman, slight; Daniel Kelly, sergeant marines, slight; John McLeod, ordinary seaman, flesh wound; Wm. Butler, seaman, slight; Alexander Shean, seaman, slight; W. L. Laird, landsman, slight; John Varley, landsman, slight; David Vose, landsman, slight.

Missing.—Samuel Hay, ordinary seaman; George Watson, seaman; John D. Hoffman, ordinary seaman; Thomas McCollough, seaman; Bethel B. Beckford, landsman; Wm. White, seaman; Joseph White, ordinary seaman; Geo. H. Merithee, seaman; John Wilson 3d, landsman.

Absent, snpposed to be on shore.—Andrew Munn, private marine; William Thomas, private marine; Patrick Caine, private marine; Andrew Perry, ordinary seaman; Peter Reed, ordinary seaman.

Seriously wounded.—F. F. Baury, A. V. lieutenant.

Very respectfully, your obedient servant,

H. K. THATCHER,
Commodore, Commanding First. Division N. A. S.

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron.

Report of Commodore Wm. Radford.

U. S. SHIP NEW IRONSIDES,
At anchor off Fort Fisher, January 15, 1865.

SIR: I have the honor to report, that, in obedience to your orders, the iron-clad division steamed in and took their position under the guns of the battery of Fort Fisher, this ship leading; anchored at 8.29 a. m. on the 13th instant. The Monadnock, Commander E. G. Parrott, Canonicus, Lieutenant Commander G. E. Belknap, Saugus, Commander E. R. Colhoun, and Mahopac, Lieutenant Commander A. W. Weaver. The battery opened on this ship as we came in. I did not reply until I obtained my desired position, opening then, deliberately, to get a correct range, as the wooden vessels were engaged landing troops, &c. The iron-clad division received the fire nearly all day alone from Fort Fisher, without receiving any very material damage, and remained in position during the night. By orders from Admiral Porter, the iron-clad division commenced the action at 10.47 a. m. on the 14th instant, and continued firing until after dark. Some of the wooden gunboats came up, and commenced firing at 2.30 p. m., hauling off at dark, the iron-clad division maintaining their position. On the morning of the 15th we commenced the action, at 7.16 a. m., and continued to fire during the day, concentrating it upon the guns of the battery which was doing the most effective work, which we invariably soon silenced or disabled. As the troops were advancing I observed two field-pieces in the rear of the fort firing on them, which we soon silenced with some well-directed shells from this ship. When the enemy came out of their bomb-proofs to defend the fort against the storming party I used my battery with great success against them, every shell bursting, apparently, in the right place. At 5.20 p. m. we ceased firing by orders from the flag-ship, nearly every gun on the fort facing us having been disabled in the first two days' action. I cannot close my report without speaking in the highest terms of the battery of this ship, and the manner in which it was served, for three consecutive days, by officers and

men—fighting all day and taking in ammunition during the night. I know of nothing surpassing it on record. I would now speak of the monitors, and the handsome manner in which they were handled and fought during the time; and the different attacks on Fort Fisher has not only proved that they could ride out heavy gales at sea, but fight their guns in moderately smooth weather, which has been doubted by many intelligent officers.

I have the honor to be, very respectfully, your most obedient servant,

WILLIAM RADFORD,
Commodore, Commanding Iron-clad Division.

Rear-Admiral D. D. PORTER,
Com'dg N. A. Squadron, Flag-ship Malvern, off Fort Fisher, N. C.

Report of Commodore Joseph Lanman.

UNITED STATES STEAMER MINNESOTA,
Off New Inlet, N. C., January 17, 1865.

ADMIRAL: I have the honor to submit the accompanying minutes taken on the quarter deck of this vessel on the 13th and 15th of January, 1865, during the bombardment of Fort Fisher; also the reports from several officers of this ship.

As in my report of the action of the 24th and 25th of December, it gives me great pleasure to state that in the recent engagement the conduct of all the officers, men, marines, and boys on board the Minnesota was entirely satisfactory. Every one performed his duty to the utmost of his ability. Considering the absence of so large a number (two hundred and forty officers and men) for the assaulting party on the 15th instant, the working and practice of the guns could not have been better, and many excellent shots were made. In a word, all performed their duty in the most creditable manner.

Agreeably to signal, on the 15th instant, the boats left with the assaulting party fully equipped, all under the command of Lieutenant Commander James Parker, whose official report I shall have the honor to forward.

It may be proper to mention that with the assaulting party of sailors and marines were a number of firemen and coal-heavers from the engineer department.

I have the honor to be your obedient servant,

JOSEPH LANMAN,
Commodore, Com'dg Second Division N. A. Squadron.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Minutes of the bombardment of Fort Fisher, on the 13th and 15th of January, 1865, taken upon the quarter deck of the United States steam frigate Minnesota, Commodore Joseph Lanman, commanding, by O. B. McCurdy, captain's clerk.

Fort Fisher bearing SW. by W., eight (8) miles distant. At 5 a. m. got under way, standing in shore. At 7 a. m. beat to quarters and prepared for action. At 7.20 a. m. United States steamer Brooklyn opened fire upon the woods. At 7.30 a. m. hailed by an officer ordering to "intercept the Brooklyn," and anchor as close ahead of her as possible. At 8.15 a. m. flagship made signal to "anchor eight hundred (800) yards ahead of the Brook-

lyn." At 8.30 a. m. the Minnesota commenced shelling the woods; fired very slowly. At 8.35 a. m. Fort Fisher bearing SW. by W., wind W. NW.; let go the kedge about eight hundred (800) yards ahead of the Brooklyn, and from eight hundred (800) to one thousand (1,000) yards from the beach, with the Colorado on our port quarter. At 8.40 a. m. let go port anchor. At 8.45 a. m., agreeably to signal from flag-ship, lowered and got out all boats, (eleven.) At 9.5 a. m. general signal to cease firing. At 12.10 p. m. dinner at quarters. At 3.5 p. m. signal from flag-ship to recall all boats. At 3.10 p. m. signal to get under way; stern hawser got foul of the rudder-post. At 4 p. m. boats returned. At 5.20 p. m. took position on starboard quarter of the Colorado; Fort Fisher bearing W. by S., mound W. SW., wind SW., and let go the kedge about fifteen or sixteen hundred yards from the fort. At 5.25 p. m., as soon as the guns bore upon Fort Fisher, the Minnesota opened fire. At 5.30 p. m. let go port anchor. At 6 p. m. hailed by an officer ordering to "cease firing and drop out of action;" hove up anchor, and at 6.40 p. m. retired; steaming out about three (3) miles to the northward and eastward of Fort Fisher.

JANUARY 15, 1865.

Fort Fisher bearing SW. by W., three (3) miles distant. At 3.50 a. m. called all hands. At 5 a. m. got under way. At 7.35 a. m. out all boats. At 7.45 a. m. hailed by tug, and ordered to send picks and spades with landing party. At 7.55 a. m. beat to quarters. At 8.15 a. m. signal from flag-ship to "remain where you are, (about two miles from the fort,) in close order." At 9.15 a. m. signal from the flag-ship for the Minnesota alone to proceed and take position. At 9.25 a. m. hailed by an officer and ordered to fire by divisions, and to endeavor to dismount the guns on Fort Fisher. At 9.35 a. m. Fort Fisher bearing SW. by W. $\frac{1}{2}$ W., distance about fourteen hundred (1,400) yards; mound SW. $\frac{1}{2}$ W., wind light to the northward and westward; let go the kedge and run out a spring to the New Ironsides. At 9.45 a. m. let go port anchor and opened fire by divisions upon Fort Fisher; saw men ascending the mound. At 9.55 a. m. general signal to "man and arm all boats." At 10 a. m. United States steamer Colorado passed on our port bow, opening fire as soon as she passed, and took position. At 11 a. m. all boats, with the assaulting party, under the command of Lieutenant Commander Parker, left the ship. At 12.20 p. m. dinner at quarters. At 12.25 p. m. signal from flag-ship to fire rapidly. At 12.30 p. m. hailed by an officer, ordering to fire rapidly, accurately, and at the fort. At 12.40 p. m. signal from flag-ship to fire more deliberately. At 1 p. m. hailed by tug and ordered to fire slow, and to look out for signal to fire rapidly again. At 1.20 p. m. hailed again, and ordered to fire rapidly. At 1.30 p. m. signal to fire more rapidly. At 2.15 United States steamer Brooklyn carried away our hawser, causing the ship to swing out of range. At 2.35 p. m. sent boat to the New Ironsides to cast off our hawser. At 2.40 p. m. signal from the flag-ship to fire rapidly. At 3 p. m. blew the steam-whistle, the signal that the assault was being made. At 4 p. m. flag-ship made signal to "cease firing." At 6.15 p. m. hailed by tug and ordered to open fire upon the low ground between Fort Fisher and the mound, as the rebs were landing troops there; sent hawser to the Brooklyn to spring ship. At 7.15 p. m. opened fire and fired rapidly. At 8 p. m. parted our hawser and ceased firing. At 8.20 p. m. hailed by an officer, directing to fire more to the left than before—the 150-pounder Parrott gun alone bearing. At 9.30 p. m. made signal to flag-ship that there was musketry firing between the fort and mound. At 10 p. m. fort surrendered; blew whistle and fired rockets, and cheered ship.

Very respectfully submitted to Rear-Admiral David D. Porter, commanding North Atlantic blockading squadron.

JOSEPH LANMAN,
Commodore, Commanding Second Division N. A. Squadron.

UNITED STATES FRIGATE MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I enclose report of the gunner of the ammunition expended on board this vessel during the actions of the 13th and 15th instant. There is nothing to report in the other departments.

So far as I observed, every officer and man did his utmost to bring about the glorious victory that has been achieved. It only remains for me to congratulate you upon the happy termination of the "Wilmington expedition."

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant Commander and Executive Officer.

Commodore JOSEPH LANMAN, *Commanding Minnesota.*

Very respectfully submitted to Rear-Admiral David D. Porter, commanding North Atlantic squadron, by

JOSEPH LANMAN,
Commanding Second Division N. A. Squadron.

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Report of ammunition expended on board of the United States steamer Minnesota, on the 13th and 15th instant, at the bombardment of Fort Fisher, viz:

XI-inch charges, 15 pounds, 70; IX-inch charges, 10 pounds, 1,495; 150 pounder charges, 16 pounds, 49; 150-pounder charges, 12 pounds, 40. Total of powder, 17,264 pounds.

XI-inch shell, loaded and fuzed	70
IX-inch shell, loaded and fuzed	1,495
150-pounder shell, loaded and fuzed	89
Total number of shots	1,654

Very respectfully submitted, January 16, 1865,

ROBERT H. CROSS, *Gunner.*

Commodore JOSEPH LANMAN,
Commanding United States Steamer Minnesota.

Very respectfully submitted to Rear-Admiral David D. Porter, commanding North Atlantic squadron, by

JOSEPH LANMAN,
Commodore, Com'dg Second Division N. A. Squadron.

UNITED STATES STEAMER MINNESOTA,
Off Fort Fisher, N. C., January 17, 1865.

ADMIRAL: I have the honor herewith to enclose a very interesting report from Lieutenant Commander James Parker, the executive officer of this ship, who, immediately upon the receipt of your General Order No. 81, volunteered to command the assaulting party; and, as I was not aware to whom it was designed to give the command, I consented to the request of Lieutenant Commander Parker. He devoted himself to the selection of the men and the thorough organization of the party from this ship, and was indefatigable in having every arrangement complete for the success of your plans

for the assault. I need not refer to his course of action after he had landed, upon learning that Lieutenant Commander Breese, fleet captain, (his junior in rank,) was to have the command of the expedition. I think Lieutenant Commander Parker's decision (to waive rank) was highly honorable and creditable to him.

Acting Ensign James Birtwistle and Acting Ensign F. A. O'Connor have for some months been watch officers under my command. I have ever found them attentive to their duty, and perfectly correct in their official and gentlemanly deportment, also, Acting Master's Mate Joseph M. Simms is a most worthy and correct young man. These gentlemen are, in my opinion, most justly worthy of the high encomium bestowed upon them for their gallantry in the sanguinary assault upon the fort.

As it would not have been becoming of Lieutenant Commander Parker to speak of himself, I have conversed with Acting Ensigns Birtwistle and O'Connor in regard to the conduct of Lieutenant Commander Parker during the assault. These gentlemen represent him as most conspicuous for bravery and daring. In their opinion, no person could possibly have been more so. He endeavored to rally and urge on his men to the utmost of his ability, and, in short, they represent his whole course as most highly meritorious. In conclusion I am pleased to say that I am much indebted to Lieutenant Commander Parker for his able assistance as executive officer, finding him ever ready to perform his whole duty; and this, too, at a time when he thought himself in a humiliating position, having so lately been deprived of a handsome command.

In view of this most creditable record, I would respectfully request that Lieutenant Commander Parker may have your most favorable and honorable consideration, though I am aware that it is only necessary to bring these facts to your notice to insure all that he could desire.

The conduct of Captain Butler and Lieutenant Woodward is represented as having been highly commendable. Also, from the report of Lieutenant Woodward, Acting Ensigns Birtwistle and O'Connor, and the sad, but conclusive, testimony of finding so many (five or six) dead bodies of our crew within thirty (30) to fifty (50) feet of the stockades, and more than twenty (20) of our wounded men, I am induced to believe that a large number of the Minnesota's were well in the advance, which is so very much to their credit, and I trust may be brought to your notice.

I have the honor to be, your obedient servant,

JOSEPH LANMAN,
Commodore, Commanding Second Division N. A. S.

Rear-Admiral David D. Porter,
Commanding N. A. B. Squadron.

United States Steam-Frigate Minnesota,
Off Fort Fisher, N. C., January 16, 1865.

Sir: I have the honor to submit the following report of the part taken by the officers and men detailed from this ship in the assault upon Fort Fisher.

The party consisted of one hundred and ninety (190) officers, sailors, and firemen, and of fifty-one marines. The sailors were divided into four companies, to which proper sergeants and corporals were assigned. Very many of the men had been in the army. Such as had been were armed with Sharpe's rifles, and the rest with cutlasses and revolvers or pistols. The first company (49 men) was commanded by Lieutenant E. T. Woodward; second company, (47 men,) Acting Ensign James Birtwistle; third company, (47

men,) Acting Ensign F. A. O'Connor; fourth company, (44 men,) Acting Master's Mate Joseph M. Simms; the marines, (50 men,) Captain George Butler. Assistant Surgeon William Longshaw, jr., accompanied the party, to take care of the wounded; and Sailmaker Thomas O. Fassett to remain in charge of the boats.

The whole party, two hundred and forty-one (241) in all, was under my command. We left the ship at 11 a. m., and landed on the beach about one mile and a half from Fort Fisher. Upon landing, I found that the whole assaulting party had been placed by the admiral under command of Lieutenant Commander K. R. Breese, the fleet captain. I am his senior, but I decided to act as his subordinate on this occasion, and to go with my men.

The sailors were formed in three divisions according to the divisions of the fleet, each division under the command of the senior officer from that division. The marines formed a separate division, under the command of their senior officer. The men were formed in column, and advanced up the beach towards Fort Fisher some distance. The enemy opened upon us with shell and grape, and it was deemed advisable to form in line. This was done, the marines in front, and then the march towards the fort was resumed by the right flank of companies. Discovering that the beach offered some protection to the force, the flank march was again resumed, and we went along the beach close to the water's edge until about a half a mile from the fort. Here the men were ordered to lie down under cover of the crest of the beach to await the assault of the army. The enemy kept up the fire with their rifles, and occasionally treated us to a stand of grape, while the shells of the fleet passing over us on their way to the fort made horrid music, and some few bursting prematurely, scattered their fragments rather nearer than was agreeable.

About 3 o'clock the troops were observed moving to the assault, and the order was given to the sailors and marines to advance. This they gallantly and rapidly did under a very heavy fire of musketry and occasional grape from the enemy, which became very hot as soon as the fire from the fleet ceased.

The assaulting column pressed forward until we reached the palisades of the fort at their point of junction with the beach, and a few of the officers and men pressed beyond them a few yards.

Here the fire of the enemy became so hot that the advance along the beach was checked and the direction of the advance was changed along the palisades. Many officers and men had been killed, and large numbers wounded. I had been fortunate enough to reach the palisades in safety, and was among those at the point nearest the fort. Quite a large number (perhaps two hundred (200) of officers and men were congregated along the palisades; *all the officers from this ship*, including Captain Butler of the marines, were there, except Lieutenant Woodward; and the latter was near some sand-hills only a few yards off. Very nearly all our sailors were there, and some of our marines.

From some cause or other the mass of the sailors and marines had halted nearly a quarter of a mile to the northward and laid down under cover of the crest of the beach.

While reconnoitring through the palisades, I observed quite a number of the enemy upon the parapet of the fort without arms in their hands, waving their hats to us as if desirous to surrender. I gave the order to advance, and advanced, followed by quite a large number of officers and men, to the top of the sand-hill, and partly through the breach then in the palisades. As I did so, I turned to see if the others were following, and, to my surprise, I saw that, seized with a panic, the men were retreating on the run. Only about sixty remained with me. I tried, and so did others, in vain to rally

them, and finding that the enemy were concentrating their fire upon those who remained, I ordered these behind the palisades and went myself.

Here the party remained until dark, when we came safely away, bringing with us our wounded, our arms, and colors.

It gives me great pleasure to testify to the gallant conduct of all the officers and most of the men from this ship. It is my belief that nearly all the men reached the palisades. Of about twenty to twenty-five (not more than the latter number) dead that fell at that point, eight were sailors of the Minnesota.

The conduct of Acting Ensigns James Birtwistle and Frederick A. O'Connor, and of Acting Master's Mate Joseph M. Simms, was splendidly gallant. They were all wounded; Messrs. O'Connor and Simms being struck down at my side on the sand-hill referred to, and Mr. Birtwistle while vainly endeavoring to rally the men.

I earnestly ask that they all be recommended for promotion. The first two named hold their present appointments as a reward for gallant conduct under fire. All three richly merit such reward.

Captain George Butler, of the marines, also deserves mention for coolness and bravery. He reached and remained near the palisades, and a short distance inside them. Lieutenant E. T. Woodward behaved bravely. I regret to report the death of Assistant Surgeon Wm. Longshaw, jr. He was always near the front with instruments and tourniquets, and was bending over a wounded and dying man, when he was shot in the head and instantly killed. Their bodies were found together after the battle. His bravery was conspicuous, and he nobly discharged the duties of his office.

The following named of the sailors and marines of this ship greatly distinguished themselves by their bravery. They deserve promotions and medals:

Charles Mills, (seaman,) charged up to the palisades and remained there when the panic seized the men, at the risk of his life; he remained with and assisted Acting Ensign O'Connor (wounded) from the field after dark.

Thomas Conner, ordinary seaman, did the same, and, with others, brought off Acting Master's Mate Simms, (wounded;) the latter had to be carried. David L. Bass, seaman, Franklin L. Wilcox, ordinary seaman, Thomas Harcourt, ordinary seaman, and Gordon H. Barter, landsman, Corporal John Raunahan and privates John Shivers and Henry Thompson, all behaved bravely. They were the only three marines that I noticed at the front. Thompson got nearer the fort than any one from our ship by a few yards. They all remained there when the panic carried the mass away.

I regret to report that Claus Zerks, seaman, George T. Price, ordinary seaman, Joseph Mullen, landsman, Andrew Forman, landsman, John W. Shepperd, landsman, William Burke, private marine, Daniel O'Neal, private marine, seven in all, were killed in the assault; and that Francis Foster, seaman, Wm. Johnson, seaman, Charles Freeman, seaman, James Dillon, seaman, Henry Wallace, seaman, John Kavanagh, seaman, Louis Gimbertier, seaman, Joseph Dool, ordinary seaman, George Blake, ordinary seaman, John Haggerty, landsman, John Jackson, landsman, Wm. Lonsdale, landsman, Frank Davis, landsman, John Klain, landsman, Joseph Simmerman, private marine, Nathaniel O'Donnell, private marine, Thomas O'Leary, corporal, John A. Haskiins, ordinary seaman, John Calhoun, private marine, John McKay, seaman, Edward O'Brien, private marine, and William Duggan, private marine, were wounded—twenty-five in all. Total killed and wounded, inclusive of Assistant Surgeon Longshaw, killed, Acting Ensigns Birtwistle and O'Connor, and Acting Master's Mate Simms, wounded, thirty-three (33).

In conclusion allow me to say that, although unsuccessful, our naval assault was productive of much good, for it kept a large force of the enemy at

that angle of the fort, and proportionately decreased the force the army had to contend with.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant Commander and Executive Officer.

Commodore JOSEPH LANMAN, *Commanding Minnesota.*

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UNITED STATES FRIGATE MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I regret to report, that by the explosion of the magazine in Fort Fisher this morning, the following named persons of our crew were killed, viz: Charles Diver, seaman; Peter Brown, seaman; Thomas Dougherty, captain forecastle; Charles Wilson, ordinary seaman; John Rose, ordinary seaman; John H. C. Haswell, landsman; Henry T. Ogier, seaman; and Daniel O'Kane, landsman, was wounded.

I had endeavored all the morning to get the men down to their boats. They would obey until my back was turned, and then return to the fort. I made two requests of the military officers to drive them out with a guard.

Very respectfully, your obedient servant,

JAMES PARKER,
Lieutenant Commander and Executive Officer.

Commodore JOSEPH LANMAN,
Commanding Minnesota.

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UNITED STATES STEAMER MINNESOTA,
Off Fort Fisher, N. C., January 16, 1865.

ADMIRAL: I have the honor to submit the following in regard to the assault made upon Fort Fisher on the 15th instant, by the officers, sailors and marines of the fleet under your command, who were detailed for the performance of that duty. The signal for landing was made at about 10 o'clock a. m. By noon all were landed and formed on the beach.

I found Lieutenant Commander K. R. Breese representing you in command. Although I am his senior, still, as you had assigned him to the command, I at once decided to act his subordinate.

The sailors were formed in three divisions, according to the divisions of the fleet. To Lieutenant Commander C. H. Cushman was assigned the command of the first division. The command of the second division fell to me; that of the third division to Lieutenant Commander Thomas O. Selfridge.

The marines formed a fourth division, under command of Captain L. L. Dawson, of the Colorado.

After assembling the several divisions on the beach, they were all marched by the flank to a point about a mile from Fort Fisher, and were there formed in parallel lines perpendicular to the beach, and to the fire of the fort; the marine division in the front, and the others in the order of their numbers.

The men who had been detailed for intrenching duty had, as soon as landed, been sent forward under command of Lieutenant S. W. Preston, and, under a brisk fire of grape and musketry from the fort, been engaged in digging rifle-pits.

By the time this last formation was had, the enemy had opened upon us

with grape and shell; and from this time out we were constantly under fire. After forming, the force was marched to the front by the right flank of companies, until near enough for the enemy to open upon us with rifles, when the divisions were again marched by the left flank along the beach until about half a mile from the fort, where the men were ordered to lie down under cover of the crest of the beach to await the assault of the army.

The force thus rested for about half an hour, all the time under a fire of musketry, and occasionally grape from the fort, by which several were wounded, and I believe one or two killed. At the same time the fleet was firing over us at the fort, and many shells bursting prematurely, scattered their fragments in alarming proximity.

I append a plan showing the line of march from the time of landing.

At about three o'clock the army was observed moving to the assault, and the order was given for the sailors and marines to advance. This they gallantly did, cheering as they went "on the run," (by the flank,) along the beach, and in a short time reached the point "A," marked upon the plan, at which the palisades of the fort join the beach. As soon as the fleet observed that the assault had begun, the steam-whistles were sounded, and the firing at the fort completely ceased. Observing this, the enemy opened a heavy fire upon us of musketry and grape, which soon become very hot. A few of the officers and men pressed beyond the palisades, but the advance along the beach was there checked and turned along the palisades towards the fort.

In the hurry of the advance the different divisions had somewhat intermingled, and a large number of officers and sailors and a few marines were thus congregated at "A," and almost every shot from the enemy carried its message of wound or death to some one of our number. Lieutenants Preston and Porter and Acting Ensign Wiley, of the Montgomery, had fallen, dead; Lieutenants Lamson and Bache, and many other officers, both regulars and volunteers, had been killed and wounded.

Seeing the advance had been checked, the rear also at once halted and sought the cover of the crest of the beach. Quite a large space was left between that part of the force congregated at "A" and the rest of it. The marines, with a few exceptions, were quite far down the beach. I desire to name Captain George Butler and Lieutenant William Wallace as being at the front. At this time Lieutenant Commander Breese, who had been all the time in front of the advance, endeavored to bring the rear forward, but without avail. The officers and men at the point "A" withstood for a long time the hot fire of the enemy, now not more than sixty or seventy yards off from us, without being able to return it.

I had been fortunate enough to reach unhurt the point "B," marked upon the plan, and at this time (observing some rebels upon the parapet of the fort, who were seemingly unarmed, waving their hats to us, and beckoning us forward) gave the order "forward," and advanced, followed by many officers, both regular and volunteer, and men, including a few marines. As I did so I turned to see if the rest of the men were following, and to my intense surprise and mortification saw that a panic had seized the force, and that they were ingloriously flying along the beach away from the fort. Some of the officers (prominent among whom I observed Lieutenant Commander Selfridge) tried to rally them, and their fellow-men who were near me reproached them for their shameful conduct, but in vain—all but about sixty fled.

The enemy began to cheer, and at once concentrated their whole fire upon the small band who had not fled. In an instant four officers; Lieutenant Commander Cushman, Acting Ensign Frederick A. O'Connor, Acting Master's Mate Josph M. Simms, and A. F. Aldrich, (of the Tuscarora,) were wounded and fell at my side. I saw that any further attempt at advance

would, with our small number, be folly, and so ordered all who were left to seek the protection of the angle "B" of the palisades. This we did, and remained there until dark, all the while exposed to the enemy who never failed to fire at any one who showed himself. After dark we all came safely away, bringing our wounded, our colors, and our arms. Five gallant fellows, viz: Acting Ensign George T. Davis, of the Wabash; Acting Master's Mate Aldrich, of the Tuscarora; Louis C. Sheppard, sailor of the Wabash; one man, (name unknown to me,) a petty officer from the Tacony, and a private of marines, Henry Thompson, of the Minnesota, got a few paces beyond "B." Mr. Aldrich was severely wounded, and the petty officer was killed.

I am utterly at a loss to explain the panic which, after they had so gallantly charged up to the enemy's works, and the prospect of success was so good, seized upon the force. It was certainly not want of courage, for during the long time the column had been under fire not a man had wavered, and the advance to the assault was as splendid as could have been made by veterans.

Lieutenant Commander K. R. Breese, who commanded the assaulting party, added to his already well-earned and established reputation for bravery and cool judgment in battle. He led the advance to the palisades, and when he saw the rear delaying, endeavored, sword in hand, to bring them forward to our support. Failing to accomplish this, he returned, under a shower of bullets directed at him alone, to the sand-hills at "C," and when it seemed no longer useful to remain there, coolly followed the retreating mass. How he escaped death is a marvel to me.

Lieutenant Commanders Charles H. Cushman (wounded) and Montgomery Sicard; Lieutenants N. H. Farquhar, R. H. Lamson, Smith W. Nichols, and John R. Bartlett; Acting Master W. H. Maies, of the Seneca; Acting Ensigns George T. Davis, (Wabash,) James Birtwistle, and F. A. O'Connor, (Minnesota,) Dayton of the Nereus, and an acting ensign from the Gettysburg, (whose name Lieutenant Lamson will supply,) Acting Master's Mates Joseph M. Simms, (Minnesota,) and A. F. Aldrich, (Tuscarora,) both wounded, all behaved very gallantly, and did not retreat until I ordered them, after dark, to do so. I have named them because they are all known to me. There were others there equally brave and worthy, whose names, unfortunately, are not in my possession.

I have called the attention of my commanding officer (Commodore Lanman) to Acting Ensigns Birtwistle and O'Connor. Both these gentlemen hold their present appointments as a reward of gallant conduct under fire. They are both competent, intelligent, and perfectly correct young men, and they well deserve another step upwards. I earnestly press them upon your notice.

Acting Master's Mate Joseph M. Simms and A. F. Aldrich, (Tuscarora) are fine young men. Simms I personally know to be eminently worthy. Of Aldrich, Commander Frailey, of the Tuscarora, speaks in high terms. Both were severely wounded while in the extreme front; both richly merit their promotion.

I desire to say a few words in respect to Acting Volunteer Lieutenant Commander Joseph D. Danels, of the Vanderbilt. He came ashore in command of the party from his vessel, and was of my division. Although fitter for the sick bed of a hospital than for the field, he persisted in going to the assault. He started with us, marched until his strength gave out, and his weak body was unable to carry his brave heart forward, when, by my orders, he went into the trench thrown up by Lieutenant Preston's party. It was no fault of his that he was not found in the front of the advance when the order to charge came.

Of those gallant dead the country may well be proud. They can be illy spared, but their names will be treasured as an inspiration for the future.

Preston and Porter were killed at the front, and Assistant Surgeon William Longshaw, jr., after adding to the reputation for bravery which he gained under fire of the batteries at Charleston, while serving on board the iron-clad Lehigh, was shot by the enemy as he was binding up the wounds of a dying man. Their dead bodies were found lying side by side the next morning.

It is painful to write such a record, but I feel compelled to state that I often saw the rebels deliberately fire in squads at the wounded who were endeavoring to crawl away.

I cannot close this report, admiral, without saying that, although our naval assault did not meet with the success you hoped for, still it was of vast service to the country. I have conversed, since the fort was taken, with many rebel officers and men, (prisoners,) and all are unanimous in saying that a large part of their force was kept at the "sea-face" to resist our attack. I know that a large force was there to resist us. It is no detraction from the eminent skill and bravery displayed by our brethren of the army to claim this much credit for our sailors.

I had hoped to send you a complete list of all those who were not affected by the panic and remained at "B." One was taken, but I am not able now to learn who has it. It will doubtless be found, and I shall forward it whenever it is found.

I congratulate you, sir, upon the great victory which the fleet under your command has, in conjunction with the army, so gloriously won, and am,

Very respectfully, your obedient servant,

JAMES PARKER, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Com'dg North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER MINNESOTA,
At sea, January 19, 1865.

ADMIRAL: I have the honor herewith to forward a correct list of casualties during the recent engagement with Fort Fisher. There were some unavoidable errors in my last. I believe this to be correct. The following are the corrections made in the list of January 16: Edwin Bowman, seaman, reported killed, not dead; Henry T. Ogier, seaman, Charles Divers, seaman, and Charles Jerks, seaman, not reported, were killed; William Duggan, marine, Nathaniel O'Donnell, marine, and John Calhoun, marine, not reported, were wounded; John Williams 4th, seaman, and Charles H. Thomas, colored seaman, not reported, are missing.

I have the honor to be your obedient servant,

JOSEPH LANMAN,
Commodore, Com'dg Second Division N. A. Squadron.

Rear-Admiral DAVID D. PORTER,
Com'dg North Atlantic Squadron.

Correct list of casualties on board the United States steamer Minnesota during the engagement with Fort Fisher on the 13*th and* 15*th of January,* 1865; *also in the explosion of the* 16*th.*

Killed.—William Longshaw, jr., assistant surgeon, in action; Claus Zerks, seaman, in action; Charles Divers, seaman, in explosion; Peter Brown, seaman, in explosion; Henry T. Ogier, seaman, in explosion; Thomas Dougherty,

captain forecastle, in explosion; John Rose, ordinary seaman, in explosion; George T. Price, ordinary seaman, in action; Charles Wilson, ordinary seaman, in explosion; John W. Shepperd, landsman, in action, disrated by sentence of court-martial from seaman; Joseph Mullen, landsman, in action; Andrew Forman, landsman, in action; John H. C. Haswell, landsman, in explosion; Daniel O'Neil, marine, in action; William Burke, marine, in action.

Total in action, 8; total in explosion, 7.

Wounded.—James Birtwistle, acting ensign, in action; Fred. A. O'Connor, acting ensign, in action; Joseph M. Simms, acting master's mate, in action; Charles Freeman, seaman, in action; Francis Foster, seaman, in action; John Cavanaugh, seaman, in action; Henry Wallace, seaman, in action; William Johnson, seaman, in action; Lewis Gimbertine, seaman, in action; James Dillon, seaman, in action; John McKay, seaman, in action; Joseph Dool, ordinary seaman, in action; George Blake, ordinary seaman, in action; John A. Haskins, ordinary seaman, in action; John Jackson, landsman, in action; Frank Davis, landsman, in action; William Lonsdale, landsman, in action; John Klain, landsman, in action; John Hagherty, landsman, in action; Daniel O'Kane, landsman, in explosion; Thomas O'Leary, corporal of marines, in action; Joseph Simmerman, marine, in action; John Calhoun, marine, in action; Edward O'Brien, marine, in action; William Duggan, marine, in action; Nathaniel O'Donnell, marine, in action.

Total wounded in action, 25; total wounded in explosion, 1.

Missing.—John Williams, (4th,) seaman; Charles H. Thomas, (colored,) seaman. Nothing known definitely in regard to these men.

Total missing, 2.

RECAPITULATION.

Total killed	15
Total wounded	26
Total missing	2
Total	43

WM. S. FORT, *Assistant Surgeon U. S. N.*

Very respectfully submitted to Rear-Admiral David D. Porter, commanding N. A. squadron, by

JOSEPH LANMAN,
Commodore, Com'dg 2d Div. North Atlantic Squadron.

Report of Commodore J. F. Schenck.

UNITED STATES STEAMER POWHATAN, *January* 16, 1865.

ADMIRAL: I have the honor to report that the United States ship Powhatan, (1st class,) under my command, was got under way at 7 a. m. on the 13th of January, and took her position, as assigned by you, in "line of battle." Immediately after, all boats were sent to assist in the landing of the troops. At 8.15 a. m. signal was made to anchor. At 3 p. m. the boats returned, got under way, and steamed into line. At 3.30 p. m. anchored in the position assigned me, and immediately commenced firing upon Fort Fisher and the batteries between the fort and Mound, which was vigorously continued until 6.30 p. m., when, in obedience to the signal, I hauled out to a safe anchorage for the night. On the 14th my launches were employed in assisting in the landing of artillery, ammunition, provisions, &c., for the troops. On the 15th,

at 5 a. m., took my position in the "line of battle." At 10.20, in obedience to the signal, called away all armed boats. At 10.40 the boats left the ship, with one hundred seamen and marines—about an equal number of each, Lieutenant and Executive Officer George M. Bache in command, 1st Lieutenant F. H. Corrie in charge of marines. At 11.25 a. m. anchored according to instructions, and commenced the engagement with the starboard battery, viz: one (1) XI-inch pivot gun aft and eleven (11) IX-inch guns in battery, having substituted two (2) IX-inch for the 100-pounder Parrott pivot gun forward and one (1) IX-inch for the 100-pounder Parrott broadside gun. I had, before going into the action at all, transferred the port battery to the starboard side, so as to avoid using those guns, which had been pretty severely tested in the previous attacks upon the fort on the 24th and 25th of December. A rapid and effective fire was kept up on the fort until the assault was about to be made by the sailors and marines, when our attention was directed to the Mound and the batteries along the beach. As all our operations were conducted under your immediate supervision, it is unnecessary to enter into further details of transaction which you witnessed; but in justice to the gallant officers and crew under my immediate command, I feel bound to call your attention to the coolness, courage, and alacrity with which they performed their duty. As a much greater number of officers and men volunteered to land with the attacking party than could be spared from the ship, the delicate duty devolved upon me of making the selection. Lieutenant and Executive Officer George M. Bache claimed the right to command, by virtue of seniority; Ensign Ira Harris, jr., claimed that he had a better right because he was one of many children, and not the only child, of his parents, as was the case with his friend and competitor; Acting Ensign Robley D. Evans founded his claim upon the fact of the other members of his family being actively engaged among the rebels. All three of these officers were wounded in the assault; the last-named, I fear, will be permanently disabled. How well the landing party performed its duty may be judged of from the fact that full one-third were killed and wounded. It is due to the marines of this ship, and to their commander, 1st Lieutenant F. H. Corrie, that the utmost alacrity and cheerfulness was shown in the performance of their duty. The officers and men who remained by the ship conducted themselves throughout the action in a manner every way creditable.

Very respectfully, your obedienl servant,

JAS. FINDLAY SCHENCK,
Commodore, Com'dg 3d Division.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Blockading Squadron.

Report of casualties.

UNITED STATES SHIP POWHATAN, *January* 16, 1865.

SIR: I have the honor to enclose the report of Surgeon Mayo of casualties, in addition to which I have to report—

James Flannigan, ordinary seaman, killed; George Jones, caulker, killed; Archibald Campbell, landsman, killed.

Missing.—Robert Dougherty, landsman; Daniel B. Shields, landsman; Corporal Rulon, marine; Musician Bourke, marine; Private Benson, marine; Private Wasmuth, marine; Private Hicks, marine; Private O'Brien 2d, marine.

I have a boat with an officer on shore in search of the missing.

I have ascertained that Ensign R. D. Evans was taken on board the Santiago de Cuba seriously wounded, and is doing well, and that Geo. F. Putt, captain of hold, was taken on board the Colorado, where he died of his wounds. The four (4) men slightly wounded will be fit for duty in a few days and have not been sent to the hospital ship.

Very respectfully, your obedient servant,

J. F. SHENCK,
Commodore, Com'dg U. S. Ship Powhatan and 3d Division.

Rear-Admiral D. D. Porter,
Commanding N. A. Squadron.

United States Ship Powhatan,
Off New Inlet, N. C., January 16, 1865.

Sir: I have the honor to report the following list of casualties from the recent assault on Fort Fisher:

1. George M. Bache, lieutenant, wound of right shoulder.
2. Ira Harris, ensign, wound of right leg.
3. Owen Daly, private, marine, wound of right thigh.
4. Richard Loyd, wound of both thighs.
5. Charles Jones, seaman, wound in left arm and side.
6. James Conan, private, marine, wound in right arm.
7. H. M. Barron, 3d class boy, wound in left thigh.
8. James Casgriff, private, marine, wound of head, slightly.
9. Charles Normann, carpenter's mate, wound of right thigh, slightly.
10. Abijah Ball, corporal marines, wound upper lip, slightly.
11. John Collins, seaman, wound right foot.
12. Patrick O'Donnel, private, marine, wound right shoulder and back.
13. Robert H. Roselle, armorer, wound of breast, slightly.
14. Thomas Crummey, seaman, wound of right leg.
15. Will Kegsl, private, marine, wound of abdomen.
16. Frank Alick, private, marine, wound of thigh.
17. R. D. Evans, ensign, (reported,) shot through both legs.
18. George F. Putt, captain of hold, (reported,) killed.

Very respectfully, &c.,

HENRY O. MAYO, *Surgeon.*

Commodore J. F. Schenck,
Com'dg U. S. Ship Powhatan and 3d Division N. A. Squadron.

Report of Commodore S. W. Godon.

United States Frigate Susquehanna,
Off Fort Fisher, January 17, 1865.

Admiral: I have the honor to make the following report of the part this ship took in the engagements of the 13th and 15th instant with Fort Fisher, and its assault and final capture.

On both days named the Susquehanna came into and maintained her position as per plan. On the 13th we let our anchor go a little before 5 p. m., and firing deliberately, did good service. The fort evidently was silenced; on our face many of the guns were dismounted, and the Mound part hardly fired at all. I withdrew after dark by order, and no gun was fired by the fort, that I saw, as we retired.

On the 15th we drew into action at 11 o'clock, and fired slowly or rapidly as occasion required. The fort responded feebly and ineffectually, except from the Mound. We landed in our boats about 100 sailors and marines, under command of Lieutenant Commander Blake. Lieutenant Bartlett, Acting Ensign Rhodes, and Acting Master's Mate Cooper commanded detachments of the sailors, and Lieutenant Wallace the marines.

We all witnessed the bold and daring attempt of the tars to assault in front; and if it failed and resulted disastrously to us in killed and wounded, it, at all events, most effectually aided the main storming party of the gallant army by diverting the attention of the garrison and enabled them to gain a footing, and finally to accomplish, perhaps, one of the most daring deeds of this war, the capture of Fort Fisher.

I have already spoken in high terms of the officers and crew of this ship on a former occasion, and I again desire to renew my warm thanks to the division officers, Lieutenants Bartlett, Brown, Acting Master Porter, and Acting Ensign Laycock, for their zeal and spirit, and to the crew for their hearty efforts and good conduct. I would also again call your special attention to Ensign Preble, of whose efficiency too much cannot be said.

Chief Engineer Johnson, with his entire department, are also entitled to my thanks; they not only performed their duties with proper spirit, but, in the absence of the portion of my crew forming the landing party, assisted at the guns as far as lay in their power. I would also favorably mention James Callahan, coast pilot, whom I at all times found most serviceable. Lieutenant Commander Blake, at the head of his men on shore, proved himself there, as he always shows himself on board, brave, zealous, and useful. Lieutenant Wallace was wounded severely in the charge on the fort. I particularly regret the injury to this officer, as he cannot well be replaced by his corps in the affections of this ship. I enclose Lieutenant Commander Blake's report, and notice of Lieutenant Bartlett and Acting Ensign Rhodes, who, after the repulse of our men, entered the fort with the army.

I would recommend for favorable mention to the department Ordinary Seaman James Shannon and Henry S. Webster, landsman, who, by their good conduct and bravery at the assault, are deserving of medals. I congratulate you, sir, on this our new victory; and if it was delayed from the 25th of December to the 15th of January, the country, I feel sure, will not attribute it to any failure of the navy, for we have demonstrated the truth of the remark in your former report, that had the attempt been made, the capture of the fort would have been easier than the then commanding general believed. I enclose herewith carpenter's report, and gunner's statement of ammunition expended. The bursting of the 150-pounder rifle I greatly regret, as its effectiveness had been shown repeatedly during the engagement. The damage sustained by this ship is trifling. I have to regret the loss of 3 men killed and 15 wounded, a list of which I have already sent you.

I am, sir, very respectfully, your obedient servant,

S. W. GODON,

Commodore, Commanding Fourth Division N. A. Squadron.

Rear-Admiral DAVID D. PORTER,

Commanding N. A. Squadron, Flag-Ship Malvern.

UNITED STATES FRIGATE SUSQUEHANNA, *January* 18, 1865.

COMMODORE: I beg to submit the following report of the share taken by the officers and men of this ship in the assault on Fort Fisher on the 15th instant. The force consisted of about 75 sailors and marines. The officers who accompanied me were Lieutenant J. R. Bartlett, Acting Ensign William

Rhodes, and Acting Master's Mate M. Cooper, with First Lieutenant of Marines William Wallace, in command of his guard. On reaching the beach I reported to Fleet Captain K. R. Breese, and, in obedience to his orders, sent Mr. Wallace and his men to join the marine battalion, and Mr. Rhodes, with ten men, to report to Lieutenant Preston, who was engaged at the front in digging rifle-pits. With the remainder of my men and officers, I was assigned to the first battalion of sailors, under the command of Lieutenant Commander Cushman. At 2 p. m. we were moved around to the front, and formed in line of battle on the beach—the first battalion on the right, the marine battalion on the left of the line. The men were ordered to lie down and take advantage of the cover of the beach ; at this time the fire of the fleet was directly over our heads, and several shot and shell from the more distant vessels struck and exploded near us. At 3 p m. we moved to the assault, advancing by the flank on the double-quick. As soon as we commenced to move, the garrison of the fort opened with musketry, feebly at first, but more vigorously as we advanced, until the fire became severe. Having reached the palisades in front of the fort, we filed to the right, and continued to advance until the first angle of the palisades was reached, when we halted ; the order was soon given to bring the marines to the front for the purpose of clearing the parapet, now swarming with men, and from which a heavy fire of musketry was kept up, which we, the sailors, had no means of returning, being armed with revolvers and cutlasses only.

Before the marines could be brought up they broke, and with the rest of the column, beginning at the rear, commenced to retreat. Presuming, at first, that the retreat had been ordered, I followed my men down the beach. Afterwards, finding my mistake, I attempted to rally and bring to the front at least a part of the force; failing in this, finding myself the senior officer present, and learning from one of General Terry's aids that the sailors and marines could be useful in the intrenchments, to relieve the troops there, I gave the order to all the officers I could find to take their commands to General Terry's headquarters and report for duty. I then returned to the front to search for some of my seniors; I discovered that they had remained behind, under the cover of the palisades, and maintained their position until nightfall. Lieutenant Bartlett, belonging to my command, also remained there, and I beg to call your attention to his personal gallantry. Upon returning to headquarters, I was ordered to post our men at the breastworks for the night, which I did. Two of our men were killed in the assault—Thomas Scott, seaman, and Theo. Minkoff, private marine. Private Marine Brennan has since died of his wounds. We had fourteen wounded, among them, I regret to state, Lieutenant Wallace, whose gallantry was conspicuous, especially in his efforts to rally his men. Mr. Rhodes rendered most valuable service in the rifle-pits, which were dug under the fire of the enemy's sharpshooters and occasionally a discharge of grape, and when the army made the assault, accompanied by one brave fellow, James Shannon, he followed into the fort. Shannon carried a flag and placed it on the parapet. Mr Cooper persisted in his desire to accompany the expedition, in spite of severe indisposition, and, as usual, made himself most valuable to me. I beg to call your attention to the good conduct of Henry S. Webster, landsman, who remained with Lieutenant Wallace, under fire, until aid could be obtained to bring him to the rear. In conclusion, I wish to express my entire satisfaction with the conduct of all under my command.

I am, sir, your obedient servant,

F. B. BLAKE, *Lieutenant Commander.*

Commodore S. W. Godon,
United States Steamer Susquehanna.

UNITED STATES STEAMER SUSQUEHANNA,
Off Fort Fisher, January 17, 1865.

SIR: I would respectfully report that in the action of the 15th inst., the forward pivot Parrott rifle 150-pounder, No. 82, bursted, carrying away the upper portion of the gun and right trunnion, extending from the band, thence a distance of 5½ feet toward the muzzle; the breech is cracked in half, and only held together by the band. The gun has been fired 256 times, with a charge of 16 lbs. of powder. The gun had been fired during the action 88 times at an elevation of 4 degrees, and had become much heated.

Very respectfully, your obedient servant,

EDW'D J. WAUGH, *Gunner, U. S. N.*

Commodore S. W. GODON,
Commanding U. S. Steamer Susquehanna.

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UNITED STATES STEAMER SUSQUEHANNA,
At Sea, January 18, 1865.

SIR: I would respectfully report the following amount of ammunition expended, arms and equipments lost, and damage sustained by the gun-carriages during the bombardment and assault upon Fort Fisher, on the 13th and 15th January, 1865:

643 IX-inch 10 lb. cartridges; 573 shell, 10-second; 70 15-second; 215 150-pounder 16 lb. cartridges; 215 150-pounder shell, percussion; 42 12-pounder rifle, 1 lb. cartridge; 24 12-pounder rifle shell, Hotchkiss; 18 J. A. D.; 1,000 revolver cartridges; 17 revolvers, Whitneys; 15 frogs; 1 box; 4 swords, Ames; 8 frogs; 2 pikes, boarding; 21 waist belts; 2 sets of boat traverses; 2 sets landing skids; 2 sets trucks for field carriages.

The front transom and right bracket of the forward pivot carriage are broken, as also the arm of the elevating screw.

Three of the IX-inch gun-carriages have the roller handspike plates sprung, and one of them entirely off. The plates on the dumb trucks of six IX-inch carriages are off.

Very respectfully, your obedient servant,

EDW'D J. WAUGH, *Gunner, U. S. N.*

Lieutenant Commander FRANCIS B. BLAKE,
U. S. Navy, U. S. Frigate Susquehanna.

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Report of casualties.

UNITED STATES FRIGATE SUSQUEHANNA,
At sea, January 19, 1865.

SIR: I have the honor to make the following report of damages this ship sustained during the action of Fort Fisher, on the 13th, 14th, and 15th instants:

The starboard battery being engaged, the concussion ripped off much of the light joiner-work fore and aft, on the starboard after guard, the framework started, and joiner-work torn off; decks much started and leaking badly; both launches stove to pieces, being used by the army in landing artillery from the army transports. The ship wants general repairs throughout. The fore yard-arm on the starboard side carried away by a piece of the forward pivot gun (15-pounder) bursting.

No other serious damage in carpenter's department.

All of which is submitted.

I am, respectfully, your obedient servant,

JAMES E. MILLER, *Carpenter.*

Lieutenant Commander F. B. BLAKE.

Report of killed and wounded on board United States ship Susquehanna, off Fort Fisher, N. C., January 16, 1865.

Assault.—Thomas Brennan, private, marine corps, killed; Thomas Scott, seaman, killed; N. S. Minkoff, private, marine corps, killed; William Wallace, lieutenant, marine corps, wounded; Jacob Wagner, quartermaster, wounded; John Costello, private, marine corps, wounded; Robert Currie, ordinary seaman, wounded; John Keating, boat's mate, wounded; Herbert Westbrook, ordinary seaman, wounded; William Brown, ordinary seaman, wounded; White Heulett, corporal, marine corps, wounded; Edward Butler, seaman, wounded; Howard R. Chellis, landsman, wounded; Charles Bent, ordinary seaman, wounded.

The following named men were wounded by the bursting of the forward pivot rifled gun:

William Taylor, coal-heaver, wounded; Thomas Arnold, landsman, severe contusion of entire thorax, from force of blast issuing from fractured portion of gun; Dennis Walsh, coal-heaver, wounded; William Lewis, captain forecastle, wounded.

Very respectfully, your obedient servant,

JOHN O. C. BARCLAY, *Surgeon.*

Commodore S. W. Godon,
Commanding Fourth Division N. A. B. Squadron.

Report of Captain O. S. Glisson.

United States Steamer Santiago de Cuba,
Norfolk, January 19, 1865.

Sir: I have the honor to report to Rear-Admiral David D. Porter that this steamer, with my division, reached their positions assigned them on the chart at 12.40 p. m., when I opened fire on the batteries, according to the chart of the plan of the battle, and as each vessel of this division took their positions, they opened a furious fire on the batteries assigned to them, all of which did their duty nobly. I was particularly struck with the beautiful firing of the Rhode Island and the Montgomery. I would particularly call your attention to Acting Master's Mate Silas W. Kempton, who had charge of a boat's crew, detailed for General Terry; their bravery was unsurpassed. They entered the fort with General Curtis in the assault, and Mr. Kempton was sent out with despatches to one of the generals. I most cheerfully recommend Mr. Kempton for promotion to the grade of acting ensign, and that each of the five men who accompanied him receive a medal, namely: John Griffiths, captain of forecastle; Edward Snatton, seaman; John Swanson, seaman; Philip Bazaar, ordinary seaman; George Province, ordinary seaman. These were the only men who entered the fort in the assault from the fleet.

The list of killed and wounded I have sent to you previously.

Enclosed you will find the report of Lieutenant N. H. Farquhar, in relation to the assaulting party. It appears from the enclosed report that Acting Master's Mate E. C. Finney was mentioned for his bravery and services by Lieutenant Preston, in his memorandum-book. If such is the fact, I would also recommend him for promotion to the grade of acting ensign, if it should meet your approbation.

When I say that every officer and man on board of this ship did his duty, I cannot say more in their praise.

Enclosed you will find the report of the expenditure of ammunition in this action.

I am, very respectfully, your obedient servant,

O. S. GLISSON,
Captain United States Navy.

Rear-Admiral DAVID D. PORTER,
Commanding N. A. B. Squadron, off Wilmington, N. C.

UNITED STATES STEAMER SANTIAGO DE CUBA,
Norfolk, Va., January 19, 1865.

SIR: On the morning of the 15th, in charge of the landing party of this steamer, consisting of Acting Ensign E. C. Bowers, Acting Master's Mate E. C. Finney, and Richard Lyons, thirty-five sailors and fourteen marines, I reported to Fleet Captain Breese for the assault on Fort Fisher, and was assigned by him to the 2d column.

The marines were turned over to the commanding marine officer.

The shovellers, under Acting Master's Mate Finney, reported to Lieutenant Preston, and did so well that he, a few moments before his death, made a note of them.

At 3 p. m. we charged on the fort with a cheer and a determination to plant our colors on the ramparts. On arriving at the foot of the fort, for some reason unknown to me, the marines and sailors fell back. Myself and a few others were left at the fort, where we intrenched ourselves till dark.

Officers and men behaved gallantly, and I would particularly mention Acting Master's Mate Finney and Augustus Williams, (seaman.) The latter was the only one that remained with me at the fort.

Anzella Savage (ordinary seaman) had the flagstaff shot away above his hand, but he seized the remainder of the staff and brought his colors off.

Our loss in sailors, one killed, four wounded; in marines, three wounded.

Very respectfully, your obedient servant,

N. H. FARQUHAR, *Lieutenant and Ex. Officer.*

Captain O. S. GLISSON,
Commanding U. S. Steamer Santiago de Cuba.

Report of casualties.

UNITED STATES STEAMER SANTIAGO DE CUBA,
Off Wilmington, January 16, 1865.

SIR: I respectfully report the following as the list of casualties among the crew of this ship during the attack on the Wilmington defences, January 15, 1865:

Wm. H. Cross, ordinary seaman, dead. James Sherry, marine, wounded through neck, shoulder, and thigh; reported to have died. Alvin S. Warren, coxswain, wounded through left lung; serious. Charles McCarty, marine, lost one finger of left hand. John Mahon, marine, lost four fingers of right hand. Patrick McCarty, captain after guard, two flesh wounds of right leg; not serious. John Esther, captain after guard, flesh wound of abdomen; not serious. Francis Morshad, seaman, wound of left leg; not serious.

The preceding men were wounded and killed in the assault on Fort Fisher. The two following were wounded on board ship:

George L. Fisher, seaman, contusion of left thigh by splinters; slight.
Thomas Riddle, landsman, wound of left eye by splinters; not serious.

Very respectfully, your obedient servant,

JNO. D. MURPHY, *Assistant Surgeon.*

Captain OLIVER S. GLISSON,
Commanding U. S. Steamer Santiago de Cuba.

Report of Captain Melancton Smith.

UNITED STATES STEAM FRIGATE WABASH,
Off Fort Fisher, N. C., January 16, 1865.

ADMIRAL: I have the honor to submit the following report of the part taken by this ship in the bombardment and capture of Fort Fisher during past three days.

On the 13th instant got under way at 5 a. m., in obedience to signal, and stood in with the fleet toward the land. At 8.15, being abreast of the Half-Moon battery and near the army transports, sent all boats to assist in landing troops, in compliance with Special Order No. 10. At 8.55 anchored with kedge astern in a situation to shell the woods. At 3.30 p. m. got under way in obedience to signal, took station in line, and moved towards Fort Fisher, abreast of which the ship was anchored at 5 p. m. with bow and stern anchor, and opened fire with starboard battery on the fort, which was continued with good effect until 6 p. m., when, in obedience to orders, withdrew from action for the night.

At 5 a. m. of the 15th got under way in obedience to orders, and stood in with the fleet toward Fort Fisher in line of battle. At 10.15 a. m., in obedience to general signal, the storming party detailed under General Orders No. 81 left the vessel in six boats under command of Lieutenant Commander C. H. Cushman, who volunteered for the service, to report to the flag-ship, the force consisting of five (5) officers, one hundred and thirty-six (136) sailors, and forty-two marines, the vessel keeping on her way while the boats were being manned. At 10.45 a. m. anchored with bow and stern anchor in prescribed position and opened a deliberate fire upon the enemy's works from one division of the starboard battery. At 2 p. m., in obedience to orders, commenced firing as rapidly as possible to cover our advance of storming party towards the fort. At 2.45, the storming party being in close proximity to the fort, the firing was discontinued in obedience to preconcerted signal. At 6.30 again opened fire, in obedience to orders, shelling in the direction of the rebel works between the fort and the Mound battery to prevent the enemy's re-enforcements from landing. At 9.30 ceased firing, information being received that the fort had surrendered.

The return of ammunition has been already forwarded, and although it exhibits a large expenditure, it is to be believed that it was an effective one.

A partial list of casualties has been forwarded, and as soon as the stragglers from the storming party can be gathered a complete list will be rendered.

The report of damages sustained in the carpenter's and boatswain's departments has been sent in, and I transmit herewith the report of Lieutenant Commander Cushman of the composition and operations of the storming party from this vessel and the list of casualties consequent upon that attack.

In conclusion, I desire to bear testimony to the good conduct of the officers and men under my command. Although, as a ship's company, this organization has been very recent, and under unfavorable opportunities for

drill, they have exhibited a patient endurance and perfect steadiness that would not have done discredit to a much older and more thoroughly drilled crew.

I have the honor to be, your obedient servant,

MELANCTON SMITH, *Captain.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES STEAM FRIGATE WABASH,
At Sea, January 17, 1865.

CAPTAIN: In obedience to your order I have the honor to make the following report concerning the part taken by the marine guard of this ship in the operations against the rebel Fort Fisher, commanding the entrance to New Inlet, N. C., on the 15th day of January, 1865:

My command consisted of three sergeants, three corporals, and thirty-eight privates; and to prevent confusion in landing, the company was divided into four sections, each commanded by a non-commissioned officer.

On the morning of the 15th instant, at 10.30 o'clock, my men were landed and formed on the beach, about two miles to the northward of Fort Fisher. I then received and formed into other companies the marines of the different vessels, until the arrival of Captain Butler, United States marine corps, when I turned the command over to that officer.

At 11 a. m. I was ordered by Lieutenant Commander K. R. Breese, fleet captain, through Captain Butler, to take my guard and advance to the support of the sailors at the front, who were throwing up intrenchments near Fort Fisher, under the direction of Lieutenant Preston, United States navy. I marched my company up the beach by the flank until within a mile of the rebel fort, when, finding the fire severe, I deployed my men as skirmishers across the plain, and continued to advance. Arriving at the intrenchments I ordered my men to cover themselves from the enemy's shot, and this they partially did by throwing up heaps of sand with their bayonets and hands. After the sailors had completed their breastworks I was ordered by Lieutenant Commander Breese to advance my command to the extreme parallel of intrenchments, which I did, my men marching to the front, across a plain swept by the fire, with alacrity and spirit. In this advance I frequently ordered my men to lie down, and as soon as the shower of grape had passed the march was resumed at the double-quick. After a toilsome march through the sand we reached a line of intrenchments about forty yards from the fort, which I found occupied by the skirmish line of the 147th New York volunteers. During the advance two of my men were badly wounded, and they were at once sent to the rear. I now ordered a few of my men (good shots) to open fire on the rebel gunners, and it was owing to their skill that a fieldpiece inside the palisade was forced to be abandoned by the rebel artillerists.

I now awaited further orders; but finding the beach filling up with soldiers, and supposing the attack about to be made, I collected and marched my men by the flank across the plain towards the beach, where I saw the column of sailors and marines advancing to the front. Seeing no officer to report to, I formed my men with the rest of the marines, who were in the centre of the column, the advance being composed entirely of sailors. In this manner we marched, under a severe fire of musketry from the fort, towards the northeast angle of the work, until the column halted, when I ordered my men to lie down and pick off the rebels on the parapet of Fort Fisher until the order was given to charge. My men had opened fire, when

I gave the word to cease firing and prepare for the assault. I now perceived a movement in front of our position, and soon after a body of men rushed past. I endeavored, by every means in my power, to prevent the retreat, which I now plainly saw was initiated, but my appeals and threats were of no avail, and I then prepared myself for the worst, knowing that a retreat would be disastrous and more deadly than a charge against the fort. My command maintained its position until I saw Lieutenant Commander F. B. Blake, United States navy, who informed me that the assault had been for the present abandoned. I then collected my men and marched down to the beach. Having seen that the retreat was universal on the part of the naval forces, I gave several of my men permission to advance again to the front and annoy the rebels as much as possible with sharpshooting. Shortly after, hearing that an attempt was about to be made to rally the men, I halted and allowed my men to seek cover, while, in company with Acting Lieutenant Commander Danels, of the Vanderbilt, I collected straggling sailors and marines, and formed the men under some sand-hills on the beach, about six hundred yards from Fisher. We had collected quite a number of men, when I received orders from Lieutenant Commander F. B. Blake to take my men, and as many more as I could find, and report to General Terry, United States army, the object being to occupy, with sailors and marines, a line of intrenchments in the rear, then threatened by the enemy. I collected about two hundred marines, and marched to General Terry's headquarters, where I reported, and was at once assigned to a position on the northeast line, which position the marines occupied with vigilance and attention until the morning, when we were relieved, and I embarked my command for the Wabash.

It only remains for me to add that one sergeant and six privates, who became detached from my guard while in the army intrenchments at the front, accompanied the army in the storming of the fort, and, as I afterwards heard from an army officer, behaved with gallantry and coolness during the hand-to-hand conflict that ensued. In conclusion, captain, I would say that during the time the marine guard of this ship was on shore they behaved with bravery and subordination on all occasions. It pleased the fleet captain (Lieutenat Commander Breese) to compliment the handsome manner in which my men advanced in skirmish line to the advanced line of intrenchments under a heavy fire, and I feel that his words of praise were not undeserved. All my men behaved well, but I would present especially to your attention the conduct of Corporal Tomlin, of the guard, who, under a heavy fire from the enemy's sharpshooters, advanced into an open plain close to the fort and assisted a wounded comrade to a place of safety. I respectfully ask that his conduct may be made known to the honorable Secretary of the Navy, so that he may receive a medal of honor.

The marine guard is at present unaccounted for, and on board the ship in good condition.

Enclosed please find a list of wounded.

I am, captain, very respectfully your obedient servant,

LOUIS E. FAGAN,

Lieut. U. S. Marines, Commanding Guard Frigate Wabash.

Captain MELANCTON SMITH, U. S. N.,

Commanding U. S. Steam Frigate Wabash.

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UNITED STATES STEAMER WABASH, *January* 16, 1865.

SIR: I have to report as follows concerning the detail of officers and men from this ship, under General Order No. 81, and their operations. The de-

tail was composed of Lieutenant Commander C. H. Cushman, Acting Ensign Davis, Acting Master's Mate Thorburn, and 138 men, Lieutenant Fagan and 42 non-commissioned officers and privates of the marines, Passed Assistant Surgeon Tinkham, and 3 nurses. Total, 5 officers and 183 men. At 10.15 a. m of the 15th instant, in obedience to orders, I proceeded with my command to the shore, landed and reported to Lieutenant Commander Breese, fleet captain.

To me was assigned the command of the first column of the storming party from the fleet, and the detail from this ship's crew, now under Ensign Davis, reported to me, and were assigned to the left of that column. This gave them the advance in the flank movement along the beach toward the fort.

Lieutenant Fagan and the marines were assigned to the marine command, and Passed Assistant Surgeon Tinkham to the charge of the hospital arrangements for the party.

At 2.45 p. m., after an advance of half-mile under a heavy fire, we attempted to gain the fort. The men advanced excellently to the stockade, although numbers of them fell. But here a momentary check occurred, owing to the narrowness of the beach in the stockade, which was fatal. The enemy increased his fire, and, unable to return nor stand up, it, the column finally gave way and retreated in a body to the starting point, utterly refusing to be rallied. The fleet captain, a large number of officers and some men from different vessels, were left abreast the stockade under the fire of the enemy; among these were Ensign Davis and three men from this vessel, who had succeeded in reaching quite to the ditch of the fort; unable to advance or retreat, he sought the protection of the stockade and remained until dusk.

I then joined the fleet captain, and, in obedience to his orders, assisted in garrisoning Half Moon battery for the night with such of my men as could be collected, about forty in all.

This morning was spent in collecting the men and getting them on board, and a list of casualties is being made up as fast as possible; at present it may be estimated as follows: Present, total, 144 men and marines, 5 officers; absent, 34 men and marines; of whom there are wounded 14 men and marines, killed 4 men and marines, missing 16 men.

It is painful to record our want of success in reaching the fort; but when all things are considered, and the fire which was at any rate diverted from the army is estimated, it is to be hoped we at least did not utterly fail.

I am, sir, very respectfully, your obedient servant,

C. H. CUSHMAN,
Lieut. Commander and Ex. Officer.

Captain M. Smith, *U. S. Steamer Wabash.*

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United States Steamer Wabash, *January* 17, 1865.

Sir: In obedience to orders, I submit to you, as commanding officer of the storming party organized under General Order No. 81, the following report: At 10 a. m. of the 15th instant, having landed in command of a detail from this ship, consisting of five officers and one hundred and eighty-six men, and reported to you, I was assigned by you to the command of the first column of the storming party. I turned the command of the detail from this ship over to Acting Ensign G. S. Davis, and on the reporting of Lieutenant Commander F. B. Blake, of the Susquehanna, with the detail from that ship, I appointed him second in command of this column. Other details soon re-

ported from the Colorado, Nereus, Vanderbilt, Ticonderoga, and several other ships, and the column now consisting of four hundred and thirty men and twenty officers was organized into four companies, and posted in line, with the left resting towards and about one and a half mile from Fort Fisher, near Flag-pond battery. Right or first company, Lieutenant Robinson, of the Colorado, commanding; second company, Lieutenant Bartlett, of the Susquehanna, commanding; third company, Acting Ensign Coffin, of the Ticonderoga, commanding; left or fourth company, Acting Ensign Davis, of the Wabash, commanding. I regret not being able to give the names of the other ships whose details were in the column, but the list is in the possession of Lieutenant Commander Blake, and will be sent as soon as obtained from him. In the position now occupied, finding that the enemy's shell reached us, and in obedience to orders from Lieutenant Commander Parker, (senior during your absence conferring with the general commanding the army,) swung round, with the front toward Fort Fisher. On your return changed again to the former position, and moved from time to time by the left flank, until we arrived, about 1.45 p. m., at a point on the beach about eight hundred yards from the fort, where we halted to await the order for the final advance, and caused the men to lie down, in order to protect them, by the rise of the beach, from the fire of the enemy, which began to be of some importance. We were considerably annoyed here, also, by premature explosions and short ranges of shells from some of our own vessels, making the position rather a trying one. From this point we were to make the assault, as follows: At a signal to be given by yourself the columns were to rise, double-quick in close order by the left flank, pass, as far as possible, the line of the stockade, which extended from the northeast corner of the fort to high-water mark, then move by the front towards the sea-face of the fort, and charge it with a rush; it being understood that such of the column as did not pass the stockade were to operate against the northeast corner, and so much of the northwest face as the line covered. At 2.45 p. m., received the signal from you to advance. The columns rose and started on the double-quick, in good order, though a little open. They soon closed up, however, and although the fire of the enemy was severe at the very start, they moved on with great steadiness under it. Everything seemed to be going on finely, when suddenly, and for some reason still unknown, the left or head of the column, instead of passing the stockade, turned up by a "file right" along it, and into its first angle, and were here checked. I hurried to this point at once, to ascertain the cause and the remedy. I met here Lieutenant Commander Blake, (my second in command,) Lieutenant Commander Parker, Lieutenant Commander Sicard, Lieutenants Farquhar, Nichols and Bartlett, and several others, all endeavoring to remedy the mistake. You were pointed out to me near by, but it was impossible to reach you, through the crowded mass of men, and there was, besides, not a moment to lose. The check, at the angle of the stockade, had caused a massing of the centres of the columns under a heavy fire of the enemy, and the men who had advanced so gallantly for a half mile under the same fire began to waver. This is easily accounted for when it is remembered that they were armed with revolvers and cutlasses only, and could not return the fire at that distance. It was a hazardous experiment to attempt to force the columns by the flank through the very narrow opening in the stockade which occurred here, but there seemed no alternative, and Lieutenant Commander Parker, being senior, gave the order. Trying as was the position, the men at the head of the column obeyed the order instantly, and followed the officers to the rise at the opening; but scarcely had this point been reached when a shout from those next behind us indicated that the rear had given way. By the time one could turn and look, the whole body were in rapid

retreat up the beach, and the utmost exertions of the officers failed to rally them. Those who were left—a list of whom I enclose—finding it impossible to advance or retreat, sought the shelter of the stockade, and of the mounds near by. Five others, whose names are also in the list, who had entered through the stockade, or passed to the next angle, shortly joined us, and several, whose names are not on the list, were with you at the small mound near by. Here my report of the column closes. The officers had done their duty well in leading the men; the men had followed well so long as they could keep on, but when brought to a stand-still, under such a fire, for the first time and newly organized, it seems only surprising that they stood at all. Could we have kept on, according to plan, it is not improbable that we could have entered the fort; we could, at any rate, have made a severe enough fight to have greatly aided the army. I am aware that explanations of the cause of want of full success are generally valueless to redeem the character of any attempt, but it seems only justice to state them in this case. Had we succeeded, it would have been an event of itself. Failing, it is at least satisfactory to know that those who are judges express their admiration for the *boldness of the conception*, even of such an attempt, and that the commanding general of the army has expressed himself most pleasantly in regard to its gallantry and importance. To Ensign G. T. Davis, Wabash, Acting Master's Mate Aldrich, Tuscarora, Albert Burton, seaman, Wabash, J. C. Sheppard, ordinary seaman, Wabash, Acting Ensign Simms, of the Minnesota, the second and last of whom were severely wounded, is due the credit of having either entered the stockade or passed to its next angle. I would recommend them for the consideration of the admiral. The list which is appended was not intended, at the time it was taken, to be used except to account for those present at the stockade, in case of accident or injury when getting away. It is sent now at the suggestion of Lieutenant Commander Parker. A list of killed and wounded I am not able to give from data, but from verbal information estimate it at eighteen killed and thirty-six wounded in the first column alone, which, proportioned for the other columns, of itself attests the gallantry of the advance.

To Lieutenant Commander Blake, and the officers commanding companies, as indeed to all in the column, thanks are due for their support in organizing and leading the men to the stockade itself, and so long as they would follow, and for endeavors to rally them, as well as in getting them together subsequently to assist in garrisoning Half-Moon battery, to enable re-enforcements to be sent to the assaulting party of the army. At dusk the party at the stockade made their way to the hospital, taking with them such of the wounded as could be removed. There meeting you, orders were received to collect the men and assist in garrisoning Half-Moon battery, which was done until morning, when the return of parties to their vessels began.

At this moment I am informed of the probable cause of the mistake referred to in the advance. It seems that a detail of men, under Lieutenants Porter and Preston, had formed on the extreme left of the first column, a fact not before known to me. When those gallant officers were killed their men took the direction to the right, and the column followed before it could be corrected.

I am, respectfully, your obedient servant,

C. H. CUSHMAN,

Lieutenant Commander, late Com'dg 1st column Naval Brigade.

Fleet Captain K. R. BREESE.

List of officers and men referred to in report.

Lieutenant Commander Parker, Minnesota; Lieutenant Commander Cushman, Wabash; Lieutenant Commander Sicard, Seneca; Lieutenant Bartlett, Susquehanna; Lieutenant Farquhar, Santiago de Cuba; Lieutenant S. W. Nichols, Shenandoah; Acting Ensign Dayton, Nereus; Acting Ensign G. H. Wood, Chippewa; Acting Ensign J. B. Taney, Tacony; Acting Ensign Thomas M. Smith, Tristam Shandy; Acting Master Louis F. Timmerman, Vanderbilt; Acting Ensign Willis G. Perry, Colorado; Acting Ensign G. F. Davis, Wabash; Acting Ensign W. H. Mayer, jr., Sassacus; Acting Ensign Melville C. Keith, Gettysburg; Acting Ensign S. L. Griffin, Tuscarora; Acting Master's Mate F. A. Powers, Fort Jackson.

Men.—J. G. Paine, Mohican; Bertram Davis, William Smith 2d, seaman, Wabash; Jonathan Briggs, captain top, Wabash; George S. Riley, ordinary seaman, Wabash; Herbert Peters, master-at-arms, Chippewa; Richard Galiger, ship's cook, Chippewa; James Kelly, seaman, Chippewa; Thomas McNeal, captain after guard, Chippewa; Albert Burton, seaman, Wabash; William Tunbridge, Tacony; Andrew Snell, Tacony; L. B. Godfrey, Tacony; John Sullivan, Colorado; A. B. Thorne, Colorado; Franklin G. Fuller, Colorado; Charles H. Smith, Colorado; William Tuttle, jr., Colorado; ——— Harris, Colorado; William H. Willis, Montgomery; William Blake, seaman, Juniata; T. M. White, seaman, Juniata; John Sullivan, seaman, Malvern; Thomas O'Neil, Malvern; John D. Jones, ordinary seaman, Yantic; Charles A. Stribeck, Gettysburg; Jacob Laurie, Gettysburg; George Dalzell, seaman, Vanderbilt; ——— Bondreau, Iosco; James Fowler, Iosco; Joseph Freeman, Iosco; A. E. Feilberg, Iosco; S. C. Shepherd, ordinary seaman, Wabash.

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List of casualties.—List of wounded of the marine guard United States Steam Frigate Wabash.

Private William Daley, wounded while on skirmish line by piece of shell from United States gunboat; since died of wounds on United States steamer Colorado. Private Esek Bailey, wounded in leg by grape-shot. Private Moran, wounded in heel by bullet while on beach. Private Scanlan, wounded by explosion of magazine in Fort Fisher. Private George Brown, wounded by explosion of magazine in Fort Fisher.

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United States Steamer Wabash,
Off Fort Fisher, N. C., January 16, 1865.

Sir: I have the honor to report that the following casualties occurred in the attack on Fort Fisher, January 15: 1. Michael McCann, gunner's mate, contused wound of scalp, slight. 2. William Castello, ordinary seaman, contused wound of left thigh and leg. 3. Philip Chelman, seaman, contusion of the left knee, severely. 4. William Smith 3d, seaman, contusion of back and abrasion of hand, severe. 5. Esek P. Bailey, private marine, gunshot wound above left knee by piece of shell, when ashore with storming party, severe. 6. William Easton, ordinary seaman, wound right thigh, rifle ball, severe. 7. Patrick Scanlon, marine, contused wounds of face and hand by explosion of magazine at Fort Fisher this morning, severe. 8. James O'Neill, landsman, contusion of thigh from explosion of magazine at Fort Fisher this morning, severe. 9. Lieutenant Commander Charles H. Cushman, gunshot wound, left thigh. 10. Hiram L. Hankey, landsman, (was

brought on board from shore; belongs to United States steamer Mohican,) gunshot wound of back, about first *lumbar vertebra*, very severe. 11. James R. Lambert, landsman, gunshot wound through both thighs, severe. 12. George Brown, marine, contusion of hip, from explosion of magazine in Fort Fisher this morning.

There were others injured on shore, and some killed while storming Fort Fisher. I will report their names and condition as soon as it is possible.

Very respectfully, your obedient servant,

H. F. McSHERRY, *Surgeon.*

Captain M. Smith,
Com'dg U. S. Steamer Wabash, North Atlantic Squadron.

Respectfully forwarded.

M. SMITH, *Captain.*

United States Steamer Wabash,
Off Fort Fisher, N. C., January 17, 1865.

Admiral: I have the honor to submit the following report of casualties in the personnel of this ship during the recent attack and capture of Fort Fisher. I regret that the list and detail could not be sooner furnished:

Killed.—Martin Berne, landsman; William C. Holt, landsman; Alonzo Kitts, landsman.

Wounded.—Esek P. Bailey, private marine, wounded by fragment of shell above left knee; George Brown, marine, contusion of hip from explosion of magazine at Fort Fisher; Lieutenant Commander Charles H. Cushman, bullet wound of left thigh; Philip Chelman, seaman, contusion of left knee; William Christie, captain of mizzen-top, contusion of left foot from explosion of magazine at Fort Fisher; Jotham A. Coon, landsman, wound of finger; William Dailey, marine, wounded in thigh by shell, mortally, since died on board the Colorado; William Easton, ordinary seaman, bullet wound in left thigh, died January 18th; James R. Lambert, landsman, bullet wound through both thighs; Patrick Moran, marine, contusion of ankle from spent ball; Michael McCann, gunner's mate, contused wound of scalp; Albert W. Oliver, landsman, bullet wound in right side, slight; James O'Neil, landsman, contusion of thigh from explosion of magazine at Fort Fisher; George Plimby, ordinary seaman, contusion of hip from explosion of magazine at Fort Fisher; Patrick Scanlon, marine, contused wound of face and hand from explosion of magazine.

The following are known to have been wounded and sent from shore hospital to other ships:

Michael Farrell, landsman, wounded in leg; James Kennehan, landsman, right leg; James McDonald, landsman, right leg; L. P. Longuest, seaman, left foot; George Seymour, seaman, right side; Joseph Stanfield, seaman, bullet through foot; Levi Vinson, landsman, standard-bearer, bullet in both legs.

We have on board Hiram L. Hankey, landsman, of the United States steamer Mohican, with gunshot wound of spinal column, fracturing first lumbar vertebra, and paralyzing lower extremities.

The following men are missing:

Charles Austin, landsman; Richard Cronin, landsman; Henry Gulner, landsman; John Mackay, landsman; and John Riley 1st, ordinary seaman.

Killed 3; wounded 23, and 1 belonging to Mohican; and 5 missing.

Very respectfully, your obedient servant,

MELANCTON SMITH, *Captain.*

Rear-Admiral David D. Porter,
Commanding North Atlantic Squadron.

Report of Captain B. F. Sands.

UNITED STATES STEAMER FORT JACKSON,
Off Fort Fisher, January 16, 1865.

SIR: I have the honor to report that the vessel under my command, having been detailed as one of the third line of vessels in the attack on Fort Fisher, after having towed the monitor Mahopac to the place of action at daylight on the 13th instant, cast off our tow, and in obedience to signal from the flag-ship formed line of battle, following next the Santiago de Cuba, the senior ship of our line; stood in with the fleet to cover the landing of the troops near Half-Moon battery, sending in our boats to assist in the landing. At ten a. m., our line being ordered in closer to cover the skirmishers, we proceeded, in our proper station, in line close to the beach, shelling it in advance of the army until ordered to cease firing and remain where we were; and we anchored to maintain our position, shifting in closer during the night to protect the front of the troops. All day of the 14th instant, we, at our position ahead of the troops, were employed landing their artillery.

On the 15th instant, at the signal "to send armed boats," we sent forty-eight (48) sailors and our sergeant's guard of marines, under Lieutenant S. H. Hunt, Acting Assistant Surgeon E. J. O'Callaghan, Acting Master Coney, and Master's Mates Powers and C. Moran, as part of the navy assaulting party. At nine a. m. we were under way, forming line of battle. At the signal for the third line to take position, we followed to our station in close order astern of the Santiago de Cuba, and, passing her when she anchored, took our position a ship's length ahead of her, anchoring head and stern in four and a half fathoms water at high tide, with broadside bearing upon the Mound and batteries between it and Fort Fisher, which opened hotly upon us and the Santiago de Cuba. The latter vessel soon dragging her anchor out of position, and before the other vessels of the line got up to their stations, the three water batteries and the Mound devoted their whole attention to this ship, making excellent practice, and dropping their shot over and around us quite thickly. One of ricochet shots passing close over our rifled 100-pounder, struck the Osceola and set her on fire as she passed near us to take her station ahead of us. When the other vessels attained their stations, the close attention of these batteries was more equally divided between us. At 3.40 p. m., seeing the stars and stripes floating over the northwest angle of the fort, our fire was directed exclusively to the Mound, which was silenced about sunset. This cannonading was continued as long as we could see anything to shoot at, my guns plying their shot deliberately, and throwing away none except those of the IX-inch broadside, when the ship, from her crankness, would roll too deep to get elevation. The whole fort and adjacent batteries were in possession of the forces by ten o'clock that night. Where officers and men behaved so entirely to my satisfaction it would seem invidious to particularize, but I must not omit to mention the efficient manner of Lieutenant Commander R. R. Wallace in his duties of executive officer, and Paymaster C. Hellen, who volunteered in the scarcity of officers, (as he had also done in the previous attack of 24th and 25th December,) as my aid and signal officer.

Surgeon P. S. Wales, assisted by Acting Assistant Surgeon E. J. O'Callaghan, were indefatigable in their attention to the wounded of the squadron that were sent on board for transportation north.

I enclose gunner's return of ammunition expended, and report of Lieuten

ant S. H. Hunt of the conduct of his detachment on shore, with the list of casualties of the party in that attack.

Very respectfully, your obedient servant,

B. F. SANDS, *Captain U. S. N.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-ship Malvern.

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Report of casualties.

UNITED STATES STEAMER FORT JACKSON,
Off New Inlet, N. C., January 16, 1865.

SIR: I have the honor to submit the following report of casualties to the men of this vessel while storming Fort Fisher, N. C., on the 15th of January, 1865:

James McGrath, private of marines, killed; Louis Reinig, corporal of marines, shot, right shoulder; Philip Arnold, corporal of marines, shot, left leg; John Hines, private of marines, shot, left leg; John Miller, private of marines, shot, right arm; Henry Seigle, quarter gunner, shot in the head; William Marsden, quartermaster, shot in the right shoulder; Julius Flinty, seaman, shot, right leg; Albert Weeks, seaman, shot, right leg; John Hughes, seaman, shot, right foot; Augustus Schenk, landsman, shot, right shoulder.

Very respectfully, your obedient servant,

PHILIP S. WALES, *Surgeon U. S. N.*

Captain B. F. SANDS, U. S. N.
Com'dg Steamer Fort Jackson, off New Inlet, N. C.

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UNITED STATES STEAMER FORT JACKSON,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to report, that the officers and men composing the landing party from this ship to storm Fort Fisher conducted themselves in the most gallant manner.

The marines of the Fort Jackson came with my party when the charge was made, and the rebel officer who was on the ramparts cheering his men was deliberately shot by one of them. My party was among the front line when we were forced by the withering fire of the enemy to retreat.

I enclose herewith, Acting Assistant Surgeon O'Callahan's report of the casualties of our party.

Very respectfully submitted.

SYMMES H. HUNT, Lieut. U. S. N.
Com'dg Landing Party of the U. S. Steamer Fort Jackson.

Captain B. F. SANDS, U. S. N.,
Commanding United States Steamer Fort Jackson.

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UNITED STATES STEAMER FORT JACKSON,
Off New Inlet, N. C., January 16, 1865.

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Most respectfully, your obedient servant,

EDWARD O'CALLAGHAN,
A. A. Surgeon U. S. N.

Lieutenant S. H. HUNT, U. S. N.,
U. S. Steamer Fort Jackson, off New Inlet, N. C.

Report of Captain D. B. Ridgely.

UNITED STATES STEAMER SHENANDOAH,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to report the part taken by this ship in the bombardment which resulted in the capture of Fort Fisher.

January 13th, at 8.10, a. m., I sent this ship's boats to assist in landing the troops.

At 3.10 p. m., got under way and took our position in line of battle.

At 5 o'clock, anchored in our station, and opened fire on the batteries between Fort Fisher and the Mound, with good effect.

At 6.05 p. m., ceased firing in obedience to signal, and stood to the northward and eastward.

January 14th, at 4 p. m., we were signalled by the admiral to come within hail, and ordered to go under the stern of the Brooklyn and open fire. We anchored in that position, and were ordered to weigh and stand close in. We stood into $4\frac{1}{4}$ fathoms and opened fire with effect.

At 6.40 p. m., was ordered to cease firing, and fire in our turn for one hour during the night.

At 3.05 a. m., opened fire for one hour.

At 9.30 p. m., was ordered by the "despatch boat" to take our position in line of battle the next morning.

At daylight got under way and stood out to our station in line.

At 9.48 a. m., sent the first and second launches and first cutter with the storming party, consisting of fifty-four men and fourteen marines, under command of Lieutenant S. W. Nicholls, the executive officer, Ensign Sands, and Boatswain J. H. Polley.

At 11 a. m., was signalled by the admiral to fire at a steamer in the river. I immediately steamed up to the mouth of the channel, the steamer in the mean time having run up the river out of sight.

At 11.45, was ordered to take our station in line. We anchored, head and stern, one ship's length ahead of the Juniata, and opened fire on the batteries between Fort Fisher and the Mound with good effect, until ordered to change the direction of fire on the Mound. The shots came over and around us, but none struck us.

Allow me to congratulate you, sir, on the fall of Fort Fisher, one of the most formidable of forts, which was so damaged by the bombardment of the fleet that it was carried by the first assault.

I enclose Lieutenant Nichols's report of the storming party from this ship, which will speak for itself.

I take great pleasure in bearing testimony to the cool bearing of Lieutenant S. W. Nichols, the executive officer, and the other officers and crew of this ship, during the bombardment.

I enclose a memorandum of the expenditure of ammunition.

I am, very respectfully, your obedient servant,

DANIEL B. RIDGELY, *Captain.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

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UNITED STATES STEAMER SHENANDOAH,
Off New Inlet, N. C. January 17, 1865.

SIR: I have the honor to report, that on leaving this ship on the morning of the 15th, instant, in charge of assaulting party of this ship, consisting of 54 men and a sergeant's guard of marines, with Ensign J. H. Sands and Boatswain J. H. Polley, I passed within hail of the Malvern, and was there ordered to Lieutenant Commander Breese, on shore. Arrived on shore, leaving two men as boat-keepers in each of the three boats, reported to Lieutenant Commander Breese, and was by him placed in the 3d division, under command of Lieutenant Commander Selfridge. The marines were ordered elsewhere. On the charge our men were orderly; kept together; did not drop except when ordered to do so, and when the stockade in front of the fort was reached were among the foremost, and were among the last to fall back. Robert Esler, second-class fireman, remained with me and other officers and men behind the stockade until dark, when we all succeeded in getting away.

I found that marines Charles Smith, Adolph Burton, Wilmer D. Lyne, James Whyte, Thomas S. Brown, all of this ship, had remained near Fort Fisher until dark, not having fallen back with their own line. On arriving down the beach, I found that Ensign Sands and Boatswain Polley had rallied all the men of this ship during the retreat, had found all the wounded of our own men, seven in number, and had sent them on board and rendered good service to other wounded men of the assaulting party. Our men here maintained the sailor discipline, obeying their officers cheerfully, ready and willing to do whatever was required of them. None left the shore except those ordered to take off the wounded. Ensign Sands and Boatswain Polley deserve the highest praise for the zeal and energy shown throughout. At night the sailors and marines relieved the garrison at army headquarters. On being relieved in the morning, was ordered up the beach to bury the dead. Arriving there and finding the burial party of sufficient force, returned to the boats, thence to the ship. I am happy to state that none of our men were killed, and that the color-bearers, two in number, returned each with his flag.

In conclusion, sir, I would beg leave to state that all of our men behaved in such a gallant manner that I would consider it invidious to make any distinction. Each and all deserve the highest commendation for their coolness and courage under the most trying circumstances, and fully sustained the hard-earned reputation of the American sailor.

I am, sir, very respectfully, your obedient servant,

SMITH W. NICHOLS,
Lieutenant U. S. Navy.

CAPTAIN D. B. RIDGELY,
Commanding "Shenandoah."

Forwarded.

DANIEL B. RIDGELY, *Captain U. S. N.*

Report of casualties.

UNITED STATES STEAMER SHENANDOAH,
Off New Inlet, N. C., January 16, 1865.

SIR: Herewith subjoined is a correct list of the casualties occurring among the crew of this vessel in the assault on the enemy's works on the afternoon of the 15th instant. No casualties have occurred on shipboard.

Thomas Clark, ordinary seaman, aged 20; native of Ireland; shipped at New York, November 22, 1864; occupation, mariner; hazel eyes, dark hair, fair complexion, 5 feet $3\frac{3}{4}$ inches high; vulnus sclopetic; wounded by a grape-shot at the junction of upper and middle third of left arm; deep flesh-wound, not dangerous though severe; sent to hospital.

John J. Thompson, quartermaster, aged 31; native of New Jersey; shipped at Philadelphia, May 2, 1864; occupation, mariner; gray eyes, dark hair, fair complexion, and 5 feet 10 inches high; vulnus sclopetic; wounded by a musket-ball passing out at junction of middle and upper third of arm on inner side; wound severe though not dangerous; remains on board at his own request.

Frank C. Williams, seaman, aged 21; native of Maine; shipped at Philadelphia, May 4, 1864; occupation, mariner; blue eyes, brown hair, florid complexion; 5 feet 7 inches high; vulnus sclopetic; has a musket-ball wound above the knee-joint about 3 inches; no exit wound; has musket-ball wound in lower third of right leg; exit wound two inches above on external side; both wounds severe, not dangerous; sent to hospital.

William H. Cain, coal-heaver, aged 19; native of New York; shipped at Philadelphia, Pennsylvania, September 29, 1864; occupation, farmer; dark eyes, dark hair, dark complexion; 5 feet 8 inches high; vulnus sclopetic; wounded in the lungs; was taken on board United States steamer Fort Jackson from the beach, and I have no description of nature or character of the wound.

Henry Harrison, boatswain's mate, aged 40; native of Boston; shipped at Philadelphia, Pennsylvania, May 9, 1864; vulnus sclopetic; slight flesh wound of foot, very trifling, will be on duty in a few days.

William Francis, seaman, aged 35; native of France; shipped at Philadelphia, May 9, 1864; vulnus sclopetic; slight flesh wound in finger; will be on duty in a few days.

Missing.—John Robinson, seaman, aged 23; native of Scotland; shipped at New York, November 16, 1864, at Philadelphia, Pennsylvania; occupation, farmer; gray eyes, brown hair, light complexion, 5 feet 6 inches high.

James Lenfest, ordinary seaman, aged 28; native of Maine; shipped May 2, 1864, at Philadelphia; occupation, farmer; gray eyes, brown hair, light complexion, 5 feet 6 inches high.

William Parker, 2d class fireman, aged —; native of ——— ; shipped at Philadelphia, Pennsylvania, May 2, 1864; occupation, fireman; gray eyes, brown hair, fair complexion, height 5 feet 4 inches.

William Austen, coal-heaver, aged 21; native of England; occupation, soldier; blue eyes, light hair, dark complexion, height 5 feet 2 inches.

Charles Jones, marine, aged 21; native of Philadelphia, Pennsylvania; occupation, carpenter; entered at navy yard, Washington, D. C., December 22, 1863; gray eyes, dark hair, dark complexion, height 5 feet 9 inches.

Respectfully,

JAMES McMASTER, *Surgeon.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Approved:

DANIEL B. RIDGELY,
Captain United States Navy.

Report of Captain Charles Steedman.

UNITED STATES STEAMER TICONDEROGA,
Off Wilmington, N. C., January 17, 1865.

SIR: I have the honor to lay before you the following report of the part this ship took in the recent attacks upon the forts on Federal Point, which has terminated so gloriously and successfully to the two branches of the service engaged.

On the afternoon of the 13th instant, after the return of the boats employed in landing troops, in obedience to signal I took position in line of battle, and at 5.15 p. m. anchored ahead of the line, as directed in General Order No. 78. From this point a well-directed fire was kept up on the batteries to the left of Fort Fisher, in accordance with the chart-plan furnished me. Upon hearing the signal whistle, at 5.55 p. m. I had the battery trained upon the Mound and on the guns in its neighborhood. A continuous fire was then kept up until I received orders to withdraw from action, at 6.20 p. m.

I am happy to say that no casualties occurred on board, although several of the enemy's shots fell over and around the vessel. The only loss sustained was that of the stern kedge-anchor, caused by a rifle shot cutting its hawser.

On the 15th instant, in obedience to signal, I got under way and took position at the end of the second line. At 10.35 a. m. a storming party of sailors in three (3) boats, in charge of Ensign George W. Coffin, and the marine guard, under command of First Lieutenant Charles F. Williams, were sent from this vessel to report to the flag-ship for orders. At the same time I received your verbal message not to move until further orders. At 11.45 a. m., in compliance with signal, I steamed up and took position ahead of the second line, about a cable's length ahead of the Shenandoah. From this point a well-directed fire was kept up with the starboard guns on the batteries well to the left of Fort Fisher, in keeping with your programme. Before opening fire the enemy threw several heavy rifle shots over and near me, but after a couple of rounds from this ship his fire was silenced. At 1.05 p. m. I received your verbal orders to shift my berth nearer in; this was done with some little delay and considerable trouble, owing to the strength of the ebb-tide and want of a sufficient head of steam. By spreading fires I was enabled to get the necessary speed to give me control of the ship and to take a position nearer to the enemy's battery.

From that time my fire was kept up in the same direction as heretofore, until the signal was made to cease firing. I then asked permission to open upon the "Mound," which had turned its guns upon our assaulting columns; this being granted, a deliberate fire was directed upon that fort up to 6.20 p. m., when I discontinued firing and secured the battery for the night. For one hour and a half previous to receiving your message (by tug) to cease firing I had not fired a single shot. It gives me great pleasure to express my entire satisfaction at the thorough and efficient manner the officers and crew performed their duty during the time we were engaged in bombarding the enemy's works. I am indebted to Lieutenant George B. White, the executive officer of this vessel, for his energetic assistance.

With this communication I transmit copies of the reports of 1st Lieutenant C. F. Williams, of the marine guard, marked "A," and Ensign G. W. Coffin, who had command of the assaulting party of sailors sent from this vessel, marked "B;" also the gunner's report of expenditure of ammunition. The surgeon's report of casualties has already been forwarded. In conclusion,

allow me to congratulate you, admiral, upon this brilliant and decided success, which has resulted in planting our flag on one of the strongest fortifications possessed by the rebels.

I am, sir, very respectfully, your obedient servant,

CHARLES STEEDMAN, *Captain.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

A.

UNITED STATES STEAMER TICONDEROGA,
Off Fort Fisher, January 17, 1865.

SIR: In obedience to your order of the 15th instant, I proceeded on shore with the marine guard of this vessel for the purpose of forming part of the battalion of marines who were to cover the assaulting party of sailors in their assault on Fort Fisher. I reported to the senior marine officer, and was ordered into line. Subsequently my guard was detached from the line and, under my command, were employed as skirmishers, they being armed with Spencer rifles. When the advance was made I was ordered to keep a good distance ahead of the column until we reached the advanced line of rifle-pits, about 250 yards from the fort. I put twelve men into one of the pits to act as sharpshooters, and with the rest proceeded to a sand-hill nearer the fort, from which we kept up a sharp fire on the enemy's gunners, thus interfering considerably with their loading and firing their great guns. The assaulting column and marine battalion advanced down the beach by the flank until they were abreast the sea-face of the fort, when they charged on the run, but upon reaching the stockade they were exposed to such a terrible fire of grape and canister that they were forced to fall back on the beach. The ammunition of my men being exhausted, we were compelled to lie in our rifle-pits until sundown, exposed to the fire from the fleet on one side (which was very dangerous on account of shells bursting short) and the fort on the other. We finally withdrew without the loss of a man. I remained, with most of my men, until the next day, when we returned on board. The men under my command deserve great praise for the cool manner in which they conducted themselves, loading and firing deliberately, notwithstanding we were between the two fires. Private Charles Colcord is missing; when last seen he was inside the fort before the magazine exploded.

Very respectfully, your obedient servant,

CHARLES F. WILLIAMS,
First Lieutenant United States Marine Corps.

Captain CHARLES STEEDMAN, U. S. N.,
Commanding United States Steamer Ticonderoga.

B.

UNITED STATES STEAMER TICONDEROGA,
Off Fort Fisher, January 16, 1865.

SIR: In obedience to your orders of the 15th instant, I took command of the assaulting party, composed of forty-one men, that left this ship in the 1st, 2d, and 4th cutters, in charge, respectively, of Acting Mates William Cooper, Lieutenant Norton, and William Charlton, the marine guard of the ship, under command of First Lieutenant Charles F. Williams, being distributed among the boats.

After landing on the beach I reported to Lieutenant Commander Breese, who ordered me to attach my men to the first division, under Lieutenant Commander Blake, which was composed of four companies, myself being placed in command of the third. We then slowly approached the fort, under cover of the beach. When the order to assault was given, the men moved forward on the run; when near the palisades, the enemy's fire was so heavy as to arrest our progress, and the men in the rear commencing to fall back the whole of our force were compelled to retire.

No order being given to renew the attack, I collected as many of my men as possible and returned to the ship. The only casualties that I am aware of are Columbus Borland, seaman, killed, and myself wounded in the leg.

I beg leave to call to your notice Thomas Connolly, quartermaster, who displayed great bravery in carrying the "flag" at the head of the company

Very respectfully, your obedient servant,

GEORGE W. COFFIN, *Ensign.*

Captain CHARLES STEEDMAN,
Commanding United States Steamer Ticonderoga.

Report of casualties.

UNITED STATES STEAMER TICONDEROGA,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have to report the following list of casualties in the assaulting party of this ship, during the attack upon Fort Fisher on the 15th instant.

Respectfully, &c.,

J. C. CLEBORNE, *Surgeon U. S. N.*

Capt. CHAS. STEEDMAN, U. S. N.,
U. S. S. Ticonderoga, Off Fort Fisher, N. C.

Peter Bigley, second-class fireman, abrasion of leg; Geo. W. Coffin, ensign (acting,) flesh wound of thigh; Columbus Borlan, seaman, killed (supposed;) Chas. Colcord, private of marines, supposed to have been blown up.

UNITED STATES STEAMER TICONDEROGA,
Philadelphia Navy Yard, March 21, 1865.

SIR: I beg leave to call the attention of the department to the conduct of the following petty officers and others during the engagement with Fort Fisher, and respectfully recommend that medals of honor be granted them. Robert Sommers, chief quartermaster, is recommended for great coolness and intelligence in looking out for and making signals during the actions with Fort Fisher. He served on board the United States steamer Paul Jones, and was in the actions with the batteries on St. John's river, and with Fort McAllister on the Ogeechee. Joseph Hayden, quartermaster, is recommended for coolness and close attention to duty in steering the ships into action at Fort Fisher. Isaac N. Fry, orderly sergeant of marine guard, is recommended for coolness, good conduct and skill as captain of a gun in the action with Fort Fisher. Edward R. Bowman, quartermaster, is recommended for good conduct throughout the action, in which he was badly wounded, and bore his sufferings with great fortitude. Wm. Shipman, cockswain, is especially recommended for his conduct at the time of the explosion of the 100-pounder Parrott gun. Being captain of a gun near to the bursted one, on seeing the effect of the explosion on those around him, at once encouraged them by exclaiming. "Go ahead, boys, this is only the

fortune of war." Wm. Taylor, captain of forecastle, is recommended for coolness and skill as captain of a gun in the action with Fort Fisher. George France, captain of main-top, is recommended for coolness and good conduct as captain of a gun in the action with Fort Fisher. Thomas Jones, cockswain, is recommended for coolness and good conduct as captain of a gun in the actions with Fort Fisher. Wm. Campbell, boatswain's mate, is recommended for coolness and good conduct as captain of a gun in the actions with Fort Fisher.

I have the honor to be, sir, very respectfully, your obedient servant,

CHAS. STEEDMAN, *Captain.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Captain James Alden.

UNITED STATES STEAMER BROOKLYN,
Off New Inlet, Cape Fear River, January 16, 1865.

SIR: I have the honor to submit the following as a report of the part that this ship took in the action of the 13th, 14th, and 15th instant. At 4.30, being in position as leading ship in line of battle No. 1, got under way at 5 o'clock, with the transports forming another line on the port beam, and stood in for the shore. When within 600 or 800 yards from the beach, changed the course and stood along parallel with it to the westward, and commenced shelling the woods, all the vessels of the line joining in. Passed Flag-pond battery at 8.10; anchored in line ahead, with the transports on the port beam. At 9.30 all the vessels sent boats to assist landing the troops. A brisk fire was kept up upon the woods till 11 a. m. At 1 p. m. the boats returned. At 3 the troops were all landed. At 4 admiral made signal to the line to take position and engage the enemy. At 4.30 anchored under the stern of the New Ironsides and opened fire upon Fort Fisher, the vessels of the line anchoring as they got into position, and commenced the attack. At 5.45 ceased firing, when the vessels withdrew.

On the 14th at 2.30 p. m. got under way in obedience to signal, took position, and at 2.45 opened fire again upon Fort Fisher. Ceased the bombardment at dark. Remained in position, vessels firing one hour each during the night.

January 15th, soon after daylight withdrew, and filled up with shells from the Aries. At 12 a. m. sent three boats, (all that were available,) armed and equipped, to the admiral, which soon after landed their crews with the rest of the boats of the fleet. At 1 p. m. got into action again with the fleet, which was then hotly engaged. At 9.30 p. m. ceased firing, soon after which the fort surrendered to the assaulting party of the army, which had gained a footing before dark. I am pleased to add that all, both officers and men, did their duty nobly and well. But I cannot conclude this report without paying a tribute to the abilities and officer-like bearing of my executive officer, Lieutenant Thomas L. Swann. To his wise management is mainly due the exact discipline and ready obedience to orders that is found on board this vessel. In a word, I have never commanded a better organized or better disciplined ship than this.

Ensign Cassel's report in relation to the storming party which left the ship under his charge; the surgeon's report of casualties, (which, I am happy

to say, are very slight,) together with the gunner's report of projectiles and ammunition expended, are herewith enclosed.

With my hearty congratulations for your success in this most signal victory.

I am, very truly, your obedient servant,

JAMES ALDEN, *Captain.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES STEAMER BROOKLYN,
January 17, 1865.

SIR: In obedience to your order, I respectfully submit the following report of the party in my immediate charge on the 15th inst. After landing, on reporting to Captain Breese, I was assigned to the 3d division, under Lieutenant Commander Selfridge, and by him was placed on the left of the line of that body. In the charge which followed we kept our position, and remained under the fire of the fort until the retreat was ordered, when all organization was at an end. I collected my own men afterwards, as far as possible, and remained on the beach until morning, when we embarked and returned to the Brooklyn. I have to report the loss of three men missing and one wounded. Of the first two are supposed to have been lost in the explosion on the following morning, and I have since learned that the third was taken on board the Susquehanna, and thence sent to the hospital vessel. The marines not being with me, I know nothing of their proceedings.

I am, sir, very respectfully, your obedient servant,

DOUGLAS CASSELL,
Acting Ensign United States Navy.

Captain JAMES ALDEN,
United States Navy.

Respectfully forwarded. JAMES ALDEN, *Captain.*

Report of casualties.

UNITED STATES STEAMER BROOKLYN,
Off New Inlet, January 17, 1865.

SIR: The following is a list of the casualties resulting from the assault on the rebel defences on the 15th instant:

Charles Fellman, seaman, gunshot, chest; slight. Abel Cole, seaman, gunshot, arm; severe. James Jackson, private marine, abrasion, hand; slight.

Very respectfully, your obedient,

JOHN MAULSBY, *Surgeon.*

Captain JAMES ALDEN,
Commanding United States Steamer Brooklyn.

Approved and forwarded. JAMES ALDEN, *Captain.*

Report of Commander J. M. Frailey.

UNITED STATES STEAMER TUSCARORA,
Off Georgetown, S. C., January 26, 1865.

ADMIRAL: I have the honor to report that, in compliance with your orders and signals of the 13th inst., I proceeded in with the steamer on the morning of that day in company with the fleet under your command, taking my posi-

tion in the line of battle as per special chart furnished, and which was on the outside of line 2 and between the United States steamer Powhatan and Juniata, which line steered in towards a battery near which the army transports were anchored, preparatory to the landing of the troops. At 8.40 a. m., by signal from your vessel, despatched the launch, first and second cutters, in charge of Acting Ensign S. L. Griffin, Oliver Swain and S. E. Willitts, to go alongside the army transports and assist the boats of the fleet in landing the troops. At 9.25 a. m. came to anchor outside the transports in company with the vessels of line No. 2, to cover the landing. At 3.20 p. m., the boats having returned from the duty upon which they had been sent, signals were again made from your ship to get under way, form line of battle, and take your stations, when the line proceeded in towards Fort Fisher, and at 5.20 p. m. let go kedge anchor astern, abreast of stern of United States steamer Powhatan, and worked into position. Let go starboard anchor, veering to 30 fathoms chain, immediately afterwards opening fire with No. 3 eleven-inch gun, and then successively with starboard broadside and pivot guns, using percussion shell with the rifle guns, and ten (10) second fuzes with eight-inch and eleven-inch shell guns; which firing was kept up vigorously and with telling effect upon Fort Fisher until 6.05 p. m., when a tug came within hail conveying orders from you to discontinue firing and withdraw from action. Weighed and stood out to southward and eastward, and in company with other vessels came to with starboard anchor in seven fathoms water; on the following day (14th inst.) the iron-clads and vessels of line No. 1, under the batteries, only keeping up a heavy fire upon them, and apparently doing great execution.

On Sunday, January 15, a little after midnight received verbal orders from a tug which came near and hailed, giving orders from you to get under way at 5 a. m., and as soon after as signals could be seen from line of battle. Steamed soon afterwards into line, subsequently heaving to and steaming ahead slowly to maintain position, and governed by the movements of the leading ships, the boats being prepared in the mean time to land officers and men for the assault on the enemy's works. At 10.20 a. m., by signal, the boats, three (3) in number, consisting of launch, 1st and 2d cutters, in charge of Lieutenant Commander W. N. Allen, Acting Ensigns S. L. Griffin and Oliver Swain, assisted by Acting Master's Mate Arthur F. Aldrich and Acting Third Assistant Engineer Wm. B. Snow, with forty-one (41) seamen, landsmen, and coal-heavers, and fourteen (14) marines, left the ship with orders to proceed alongside the flag-ship for instructions; from whence they proceeded with numerous boats from other ships to the beach upon which they landed preparatory to an assault to be made on the works of the enemy; the ships of the line taking their position in battle as signalled to, and opening fire upon the enemy.

At 12.10 p. m., your signal to take my position was immediately complied with, and at 12.20 p. m., having reached position between the United States ship Powhatan, on starboard quarter, and Juniata, on starboard bow, came to anchor with kedge and hawser astern, and with starboard anchor ahead in five (5) fathoms water. I again opened a rapid fire with starboard battery on the works of Fort Fisher, using similar projectiles as on the 13th, and on which batteries fire was continued until 3.05 p. m., when signal 2,211 was made by you and the steam-whistles of the fleet blown "to change fire" to the Mound, which was immediately complied with, but only with the eleven (11) inch and 100-pounder Parrott, not being able to give sufficient elevation to the eight (8) inch shell guns. During this period, and until the firing closed, capital gunnery practice was seen made by the captains of the guns under the supervision of the officers of divisions.

Though shot and shells fell around the ship in every direction, it is truly gratifying to be able to report that not one struck, nor had I any casualty

to fall upon any one on board during the bombardment; but I regret to add that on the return of the boats to the ship at sundown I was grieved to learn that during the assault made on shore John Campbell, yeoman, Wm. H. Redding, captain forecastle, and John McAdams, seaman, had been killed, and that in the boats alongside were nine (9) persons, some severely wounded, among whom were Lieutenant Commander Wild N. Allen, executive officer, John Hale, coal-heaver, John Morris, seaman, Jas. B. Jenkins, marine, Duncan Dunbar, landsman, Emanuel P. Blackwood, ordinary seaman, Frank Barry, landsman, A. Collum, corporal marines, Philip Baker, seaman, and three others too badly wounded to be brought on board, but who were placed on board the United States ship Nansemond, viz: Acting Master's Mate Arthur F. Aldrich, Robert Gunnett, seaman, and John Eagan, cockswain.

On the following day Thos. J. Lynch, marine, was found missing, supposed to have been blown up in the explosion of the magazine of Fort Fisher, as he was seen there a few minutes previous to that accident. At or about 10 p. m. of the 15th lights appeared in the fort, succeeded by such glorious cheers, we were convinced that our forces were in possession, and which was confirmed by rockets and lights from the vessels of the fleet soon afterwards. It affords me great pleasure to report that every officer and man on board displayed the greatest zeal to perform and carry out the discipline of the service and in the performance of every duty required of him, and it would be invidious to mention any one as superior over others.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding N. A. Squadron, off New Inlet, N. C.

Report of casualties.

UNITED STATES SHIP TUSCARORA,
Off Wilmington, N. C., January 16, 1865.

SIR: In compliance with your instructions I respectfully report that a company consisting of five (5) officers, 55 seamen, ordinary seamen, landsmen, and marines, was organized and landed on the 15th instant to assist in the assault made that day on Fort Fisher by a portion of combined crews of all the vessels attached to the squadron.

Lieutenant Commander W. N. Allen, commanding the detachment from this vessel, speaks in the highest terms of praise of the gallant manner in which all the officers and men advanced to the attack, but in which they were unfortunately repulsed, with the loss of three (3) men killed and twelve (12) wounded; one marine, Thomas Lynch, missing, supposed to have been blown up by the explosion of the magazine this morning, having been seen there by a shipmate a short time previous to the explosion.

The following list comprises the names of killed, wounded, and missing:

Killed.—John Campbell, yeoman; John W. Redding, cockswain; John McAdams, seaman.

Wounded.—Lieutenant Commander Wild N. Allen, left elbow joint; Acting Master's Mate A. F. Aldrich, hip, seriously; Robert Gunnet, seaman, badly in shoulder; John Eagan, captain of top, in the neck; John Hale, coal heaver, seriously in breast; John Morris, seaman, seriously in breast; Jas. B. Jenkins, marine, in hip; Duncan Dunbar, landsman, in the neck; Emanuel

P. Blackwood, ordinary seaman, wrist; Frank Barry, landsman, in the side and hand; Philip Baker, seaman, in the side; Corporal A. Collum, marine, in wrist and shoulder.

I am, sir, very respectfully, your obedient servant,

JAS. MADISON FRAILEY,
Commander U. S. Navy.

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding N. A. Squadron, off Wilmington, N. C.

Report of Commander E. G. Parrott.

UNITED STATES IRON-CLAD MONADNOCK,
Off Morris Island, S. C.

ADMIRAL: I have the honor to submit the following report of the participation of the Monadnock in the attack on Fort Fisher on the 13th, 14th, and 15th of January.

On the 13th, at 8.30 a. m., we took up our position and anchored, well in shore of the Ironsides and clear of her line of fire. Here we remained, firing by day and a portion of the night, and taking in ammunition at night, until the capture of the fort and its dependencies. This permanency of position enabled us to obtain and keep a very perfect range. While the iron-clads were alone opposed to the fort, the rebels attempted to contend with them, and opened a fire, rather severe and obstinate, but less accurate than ours; but their guns, as they successively showed activity, were invariably reduced to silence. We aimed almost wholly at their guns, watching the effect of each shot, and waiting for the smoke to clear away before firing another; as their disabled guns generally remained in place, it was an inconvenience, during the latter part of the fight, that the rebels did not fire often enough, to show us which were the remaining efficient ones. We saw one of them tumbled over by our fire, and I have no doubt that most of them or their carriages received disabling shots, over and over again, from the iron-clads. Never was a work better prepared for an assault. The position of the iron-clads was nearly on a continuation of the line of the sea-face of the fort, and their fire was chiefly directed against the land-face. At the moment of the assault we had the satisfaction to see that the guns on this face could not be used against our advancing men. The so-called sea or southeast face, where our sailors assaulted, could not be so nearly approached in front by our vessels, on account of shoals, and consequently was stronger. We were near witnesses of the splendid fighting of our army. After our troops had entered the fort, our fire, with that of others, I suppose, was against a gun on the sea-face near the east angle, which had been reserved, and which alone, of all the guns of Fort Fisher, was firing on them rapidly with grape. The ricochet of our shell enfiladed the sea-face, which was manned with rebel musketeers. As it grew dark the gun became silent, (we afterwards ascertained it had been disabled,) and the flash of muskets along the sea-face almost ceased.

The XX-inch guns were, I feel sure, not excelled in accuracy by any guns present, while they, of course, far exceeded them in power. The smoke cleared rapidly from our turrets. Five shot struck our side armor, somewhat starting the plating, and the turrets and armor of the ventilating pipe were struck five times. There were also trifling hits from pieces of shell. Our injuries are of little consequence. During our long fight and hard work the officers and men of the Monadnock did their duty zealously and gallantly. I

have to renew the commendations made in my report of the previous attack on Fort Fisher, of Lieutenant Commander J. N. Miller and of Assistant Paymaster John S. Woolson, who again acted as aid and signal officer. Acting Chief Engineer J. Q. A. Ziegler, by faithfully watching for symptoms of failing of the turret and other gear, and the application of timely and rapid repairs, enabled us to come out of the action in perfect order.

I am, respectfully, your obedient servant,

E. G. PARROTT, *Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES IRON-CLAD MONADNOCK,
James River, Va., March 21, 1865.

SIR: I have the honor to recommend to the department, as worthy of a medal of honor, William Dunn, a quartermaster on board this vessel. During the attacks on Fort Fisher, on the 24th and 25th of December, 1864, and the 13th, 14th, and 15th of January, 1865, he was stationed at the lead. The responsibilities of his duties continued when the vessel was at anchor, as her propellers were kept in motion to make her turrets bear, and consequently the shooting away of her chain might have caused her to ground.

His attention to duty was constant, and his cheerful coolness and disdain of shelter attracted the notice of all on deck. His general character is excellent. The following is his descriptive list:

No. 144. William Dunn, quartermaster, enlisted September 21, 1864, at Boston, for two (2) years; born at Lisbon, Maine; a citizen of Maine; age 26; blue eyes, black hair, florid complexion, 5 feet $11\frac{1}{4}$ inches in height; received from receiving ship Ohio.

I am, sir, respectfully, your obedient servant,

E. G. PARROTT, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

Report of Commander S. D. Trenchard.

UNITED STATES STEAMER RHODE ISLAND,
At sea, January 16, 1865.

SIR: I would very respectfully submit the following report of the part taken by the Rhode Island in the late attack on Fort Fisher and Federal Point batteries:

We got under way at 9.30 a. m. on the 13th instant with the third division. Took up position near the shore to the eastward of Fort Fisher at 10 a. m. to cover the landing party. Anchored and despatched boats to the transports to assist in landing troops, provisions, and ammunition.

On Saturday, the 14th instant, engaged in landing troops, horses, and artillery.

On Sunday, the 15th instant, despatched Acting Master Zera L. Tanner and Acting Ensign Lemuel Pope, in charge of boats, to assist in landing siege guns. At 10 a. m., pursuant to signal, sent Lieutenant Frederick R. Smith in charge of marines and a party of sailors, accompanied by Acting Ensign Nichols Pratt and Acting Master's Mate Edward E. Bradbury, to participate in the assault on Fort Fisher. At 11 a. m. got under way and took po-

sition, engaging the enemy's works to the southward of Fort Fisher, opening fire with the starboard battery of seven guns, keeping up a continuous fire until 3 p. m., when the signal was made to cease firing. Soon after the assaulting party was seen on the ramparts of the fort and our flag was seen waving over its walls. The firing was resumed upon signal being made to fire on the Mound battery, its guns being turned on the assaulting party.

The Rhode Island went into action with nearly one-half of her complement, a party being engaged in landing siege guns for the army, the importance of which service has been duly acknowledged by the general in charge, and another portion of the officers and crew, with Lieutenant F. R. Smith, were connected with the storming party.

Acting Master Charles O'Neil, in the absence of Lieutenant Smith, in charge of the storming party from this vessel, acted as executive officer during the action, which, in addition to his own duty, he discharged with special credit.

Acting Ensign Robert O. Lanfare, the only divisional officer on board, merits praise, fighting his own guns and exercising a supervision over the others.

Acting Master's Mates Richard W. Wallace, John P. Fisher, Henry R. Gardner, and George H. Appleton deserve special mention for the good manner in which their guns were handled.

I have also to acknowledge the services of Acting Chief Engineer John F. McCutchen for the skilful manner in which the engine was worked during the action, and further aid rendered by himself and assistant.

Assistant Paymaster Wm. Lee Darling acted as my aid during the engagement, and rendered himself very useful in communicating the necessary orders.

Assistant Surgeon Edward B. Bingham deserves mention for his promptness in looking up our wounded after the assault, and bringing on board for treatment all those whose wounds would admit of their being moved, thereby making more room on the hospital vessel for the more serious cases.

Captain's Clerk Langdon S. Rogers deserves mention for the zealous manner in which he discharged the duties of signal officer on this occasion, as well as during the action of the 24th of December.

Paymaster's Clerk William J. Bennett, in charge of the powder division, merits a favorable mention for the careful and prompt manner in which the divisions were served.

Credit is due to the gunner, Henry Hamilton, for the despatch with which the ammunition was delivered from the magazine and shell room.

I take this opportunity to bring to your favorable notice Charles H. Foy, signal quartermaster, not only for his services during the action, but for his uniform good conduct and long and faithful services. He has been in the naval service upwards of twenty years, over three of which have been on board of this vessel.

I would further add that very great credit is due to the crew. Although short-handed, and having an extra gun on the starboard side, the battery was worked well and rendered very good service.

I am happy to state that there were no casualties on board.

I enclose herewith the report of Lieutenant Smith, together with a list of the casualties in the storming party from this vessel; also the gunner's report of ammunition expended during the engagement.

Very respectfully, your obedient servant,

STEPHEN D. TRENCHARD, *Commander.*

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding North Atlantic Squadron.

UNITED STATES STEAMER RHODE ISLAND,
Off Wilmington, N. C., January 16, 1865.

SIR: I would respectfully make the following report of the boat expedition from this ship, fitted and armed in compliance with Admiral Porter's General Order to operate against Fort Fisher:

On the morning of the 15th instant, in obedience to general signal from the flag-ship, armed and equipped first and second cutters and Scorpion and reported to the admiral. Was ordered to land and report to Lieutenant Commander K. R. Breese. I landed and reported, and was ordered to send the marine guard to the captain of marines in charge of marine battalion, and put my men in line with the second division on the left of the Gettysburg's crew. After getting into line by divisions, we advanced in columns of companies to within twelve hundred yards of the fort, when we were formed into one grand division and marched up the beach by the left flank until within eight hundred yards of the fort, when we were ordered to lie down. We remained in this position until 2.45 p. m., when we received the order to charge. We advanced, at double-quick, under a heavy fire of musketry and grape, to the stockade, and then fired to the right and charged the sea-face of the fort. We were repulsed with considerable loss, retreated down the beach, and sent my wounded men to the hospital ship.

Received orders to proceed to the right of the army line, where an attack was expected, to render all assistance possible to our picket line, now somewhat weakened.

Our line was not disturbed during the night. At 6 a. m. I embarked and returned to the ship.

The officers and men under my command behaved splendidly.

Very respectfully, your obedient servant,

FRED. R. SMITH, *Lieutenant and Ex. Officer.*

Commander S. D. TRENCHARD, U. S. N.,
Commanding U. S. Steamer Rhode Island.

Report of casualties.

UNITED STATES STEAMER RHODE ISLAND,
Off Wilmington, N. C., January 15, 1865.

SIR: I have the honor to report the following casualties in the storming of Fort Fisher, on the afternoon of January 15, 1865:

Coonie, Jeremiah, chief boat mate, gunshot wound, left shoulder and left cheek. Harrington, Patrick, landsman, gunshot wound, left wrist. Maury, John B., ordinary seaman, gunshot wound, right buttock. Daisy, Jno., marine, gun-shot wound, ambulating middle ring and little finger left hand. Devoy, Harry, ordinary seaman, gunshot wound through fleshy part of throat, in front of trachea. Sullivan, John, landsman, abrasion of right hand. Archer, Fred., seaman, gunshot wound, fleshy part of right thigh. Buckley, Austin, ordinary seaman, abrasion of left shoulder. Wilson, Chas., ordinary seaman, missing. Tripp, Stephen D., landsman, missing.

Very respectfully, your obedient servant,

E. B. BINGHAM, *Assistant Surgeon.*

Commander STEPHEN D. TRENCHARD,
Commanding United States Steamer Rhode Island.

Respectfully submitted.

STEPHEN D. TRENCHARD, *Commander.*

UNITED STATES STEAMER RHODE ISLAND,
Off Wilmington, N. C., January 16, 1865.

SIR: I respectfully forward the report of ammunition expended in the attack on Fort Fisher and other batteries at the mouth of Cape Fear river, N. C.:

Shell, IX-inch	94
Shell, VII-inch	136
Shell, 30-pounder	69
Shell, 12-pounder	3
Total rounds	302

Very respectfully,

H. HAMILTON, *Gunner.*

Respectfully submitted.

STEPHEN D. TRENCHARD, *Commander.*

Report of Commander J. C. Howell.

UNITED STATES STEAMER NEREUS,
Off Fort Fisher, January 16, 1865.

ADMIRAL: I have the honor to submit the following report of the part taken by this vessel in the operations against Fort Fisher on the 13th and 15th instants:

January 13, at 4.30 a. m., got under way and took station in the line of the 1st division. At 7.25 a. m. anchored and shelled woods. At 8.16 a. m. sent all boats to land troops. At 3.41 p. m. got under way and stood towards Fort Fisher, bringing up the rear of 1st division. Finding myself too far from the fort when my second ahead anchored, I endeavored to get between two small gunboats, but was constantly foiled by vessels which I had thought anchored moving in my way. Kept under way and stood towards head of line, and fired between the vessels when an opportunity offered. At 5.22 p. m. signal was made "1st division retire." Stood off, and at 6.45 p. m. anchored. January 15, at 8.40 a. m., got under way by signal. At 9.30 a. m. anchored in four fathoms and opened fire on the northeast face of Fort Fisher. Trained the 60-pounder Parrott on a rebel steamer lying in the river, and fired 20-second shells; at the third fire the steamer moved off. At 10.25 a. m. sent forty-three sailors and fifteen marines on shore in charge of Acting Ensign E. G. Dayton, assisted by Acting Ensign George Anderson and 2d Assistant Engineer Philip Eckenworth, all of whom volunteered for the service, and whom I beg leave to recommend as brave and zealous officers. Acting Master's Mate W. C. Cushman was left in charge of the boats. Kept up a fire, regulated by signals from flag-ships, until signal "cease firing" was made. At about 10 p. m. heard cheering on shore, when we heartily joined in the demonstrations in honor of the capture of Fort Fisher and its dependencies. The firing from the Nereus was very effective. I saw but one large gun (on the northeastern face of the fort) which was not injured in some way. I desire to give credit to Acting Master E. L. Haines and Acting Ensign G. M. Smith for efficient services in charge of the main deck battery of 57 cwt. 32-pounders; to Acting Assistant Surgeon John K. Walsh and Acting Assistant Paymaster B. F. Monroe, for skilful and kind attention to the wounded (of this and other vessels) who were brought here for treatment;

to the Senior Engineer W. Stephen Henton and his assistant; to Acting Master's Mate H. E. Giraud for his laborious attentions day and night to the duties of signal officer; to Acting Master's Mates Cromack and Spencer for making some capital shots, and good conduct generally; and, indeed, to every officer and man in the ship. I know of no exception. I wish to express my indebtedness to the executive-officer of the Nereus, Lieutenant H. E. Mullan, and beg to recommend him to your favorable notice.

With congratulations on the glorious victory achieved by the united services, I am, admiral,

Very respectfully, your obedient servant,

J. C. HOWELL,
Commander United States Navy.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron off Fort Fisher.

Report of casualties.

UNITED STATES STEAMER NEREUS,
Off New Inlet, N. C., January 16, 1865.

SIR: I beg leave to report the following casualties among the men ashore from this vessel:

Killed.—Frederick Untiedt, seaman; James Moran, cockswain; Patrick Murray, landsman.

Wounded.—Henry Myers, seaman, compound comminuted fracture of tibia, from gunshot wound; John Ferguson, captain of forecastle, gunshot wound of foot; Isaac Hindman, seaman, gunshot wound of scalp.

Very respectfully, your obedient servant,

JOHN K. WALSH,
Acting Assistant Surgeon U. S. N.

Commander JOHN C. HOWELL,
U. S. N., Commanding.

Report of Commander Daniel Ammen.

UNITED STATES STEAMER MOHICAN,
Off New Inlet, N. C., January 17, 1865.

SIR: I have the honor to report that at daylight on the morning of the 13th the Mohican was got under way, following the Brooklyn, and followed by the Tacony and he other vessels composing the line, and stood in and along the coast until the Half Moon battery was reached, some three miles to the northward of Fort Fisher, when the line anchored on signal, and the shore-line was shelled. On signal, all of our boats were sent to aid in debarking the troops, which was accomplished at about 3 p. m. On signal, at 3.35 the Mohican was again under way, in line as before, in close order, and anchored, on signal, in line, with kedge astern and anchor ahead, in position assigned, opening on Fort Fisher at 4.25, and firing deliberately until 5.30, when we withdrew on signal. Ninety-two (92) 9-inch shells were expended during the day.

At 9.15 a. m. of the 15th the Mohican was got under way on signal, and by verbal order went in to deliver fire on Fort Fisher, making fast a stern

line to the New Ironsides for a spring, and anchoring. At 10.30 we opened a deliberate fire on Fort Fisher, directed by signals from time to time, and maintained it until 3.47, when signal was made to cease firing. During the day three hundred and twenty-seven (327) 9-inch shells were fired, and seventeen (17) 30-pound rifle shells, the latter directed at steamers in the river with rebel troops and on the Federal Point batteries. The firing on both days was carefully delivered, and was effective.

In the mean time, obeying signal, the 1st, 2d, and 4th cutters were despatched, under charge of Acting Master William Burdett, Acting Master's Mate James G. Paine, Acting Boatswain Josiah B. Aiken, with boat's crews, containing a total of fifty-two officers, sailors, and marines, to the rendezvous on the beach.

The list of killed, wounded and missing has been given in a separate report.

I have the honor to be, very respectfully, your obedient servant,

DANIEL AMMEN, *Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER MOHICAN,
Off New Inlet, N. C., January 16, 1865.

SIR: The following casualties occurred to the crew of the Mohican in our operations against Fort Fisher yesterday:

Oscar Smith, sergeant marines, wound of neck, slight; John L. Russell, marine, bullet wound through left wrist; Stephen Moore, marine, bullet wound below left knee; Albert E. Harlowe, cockswain, wound of left hand; John Sweeney, cockswain, killed, shot through heart; John Sullivan, seaman, bullet wound of left thigh; Michael McCauley, seaman, flesh wound, right leg; Samuel W. Woodward, ordinary seaman, bullet wound below right knee; John Graham, corporal marines, bullet wound in left shoulder. Also by explosion of magazine in Fort Fisher to-day; William F. Ryan, marine, severe, contusion of breast and back; Richard Broderick, marine, sprain of right foot; Hiram L. Hankey, landsman, is missing; was known to have been wounded, and supposed to have been taken on board of some vessel belonging to the fleet.

Very respectfully,

DANIEL AMMEN, *Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander John Guest.

UNITED STATES STEAMER IOSCO,
Off Fort Fisher, N. C., January 17, 1865.

ADMIRAL: This ship, under my command, on the 13th and 14th instant, by your order, covered the right flank of the army, and assisted in landing troops. On the morning of the 15th, in obedience to signal, I landed forty-four (44) men from this ship, in charge of Acting Ensigns Jameson and Tielberg. Of these, two were killed and twelve wounded in the assault upon Fort Fisher. The names of the men, together with the circumstances,

have been previously reported. At 1.30 p. m. this ship, by your order, took her station in the line of battle, and directed her fire at the Mound with good effect till the surrender of the works.

Very respectfully, your obedient servant,

JOHN GUEST, *Commander U. S. N.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES STEAMER IOSCO,
Off Fort Fisher, January 16, 1865.

SIR: I have to report that after landing the men for the assault, forty-four in all, including Acting Ensign U. Feilberg and myself, I sent launch and first cutter, with two boat-keepers each, to the steamer Gettysburg, there to remain until needed. I formed the men into line in the first division; sent seven men with shovels, under charge of Joseph Hinkleman, master-at-arms, to the front to report to Lieutenant Preston, and when there to assist in throwing up breastworks. While at work there, J. S. Barber, captain of hold, was killed by a grape-shot fired from Fort Fisher. After forming into column for charging, we constituted part of the second company of first division.

In charging, my men (as far as I could observe) behaved with the greatest bravery, being among the foremost in the charge, Mr. Feilberg leading. In the charge, had one man killed, James Madison, boatswain's mate, and twelve wounded, two severely.

As soon as we retreated, I had the wounded attended to and sent off in the first cutter. The launch I had hauled up on the beach. Last night occupied the intrenchments, by Captain Breese's orders.

This morning I saw to the burial of our two killed, and as soon after as possible collected the men and returned on board.

Very respectfully, your obedient servant,

W. JAMESON, *Acting Ensign.*

Commander JOHN GUEST,
Commanding United States Steamer Iosco.

Approved and respectfully forwarded.

JOHN GUEST,
Commander United States Navy, Commanding Iosco.

Report of killed and wounded of the crew of the United States Steamer Iosco, in the attack upon Fort Fisher, on January 15, 1865.

John S. Barber, captain of hold, killed; James Madison, boatswain's mate, killed; Thomas Berry, ship's cook, severely wounded; Edward F. Davis, landsman, severely wounded; George Emerson, gunner's mate, slightly wounded; James Keating, captain after guard, slightly wounded; James Edwards, sailmaker's mate, slightly wounded; George Hall, seaman, slightly wounded; Philip Worrishoffer, seaman, slightly wounded; James Langly, cockswain, slightly wounded; Charles W. Davenport, cockswain, slightly

wounded ; Charles Robinson, seaman, slightly wounded ; Wm. H. Northrup, landsman, slightly wounded ; Joseph Freeman, landsman, slightly wounded,

Very respectfully, your obedient servant,

KIRK H. BANCROFT,
Acting Assistant Surgeon United States Navy.

Commander JOHN GUEST,
Commanding United States Steamer Iosco.

Respectfully forwarded.

JOHN GUEST,
Commander, Commanding Iosco.

Report of casualties of the Pawtuxet

UNITED STATES STEAMER PAWTUXET, *January* 16, 1865.

SIR : I have to report the following casualties occurring among the landing party from this vessel yerterday, January 15 :

Wounded.—Walter Creswick, landsman, by a musket ball in calf of right leg, slightly ; Auguste Flint, seaman, in the face, slightly.

Very respectfully, your obedient servant,

HENRY JOHNSON, *A. A. Surgeon.*

Respectfully forwarded.

J. H. SPOTTS,
Commander, Com'dg U. S. Steamer Pawtuxet.

DAVID D. PORTER, U. S. N.,
Commanding North Atlantic Squadron.

Report of Commander J. M. B. Clitz.

UNITED STATES STEAMER OSCEOLA,
Cape Fear River, N. C., January 17, 1865.

ADMIRAL : I have the honor to make the following report of the part taken by this vessel, under my command, on the 13th, 14th, 15th, and 16th instants:

Our station, as per plan, was the third vessel in line No. 3, commanded by Captain O. S. Glisson. On the 13th we were employed in landing troops and stores, covering the skirmishers, and now and then shelling the woods.

On the 14th employed in landing stores and artillery, and supplying the monitors with ammunition and projectiles. On the 15th, in compliance with signal, landed a storming party composed of Acting Ensign J. F. Merry, Acting Master's Mate T. N. Rogers, twenty-four sailors and thirteen marines. At about noon got under way in obedience to signal, stood towards Mound fort, and at about 1 p. m. opened fire on the said fort. As we were about anchoring ahead of the United States steamer Fort Jackson, a shell from that fort (150-pound) struck us, entering the cabin and exploded, some of the fragments going through the opposite side of the ship, and demolishing the cabin in toto. At one time we were on fire, but soon succeeded in extinguishing it. At dark ceased firing, and remained in our position during the night. On the 16th entered Cape Fear river and anchored close to the Mound fort. Sent our boats to sound and drag for torpedoes. I regret to say that the forward 100-pound Parrott is badly cracked in two places, which renders it unfit for further service.

I am happy to state that the officers and crew did their duty to my entire satisfaction. I herewith enclose the reports of casualties, injuries, and amount of ammunition expended.

I am, sir, very respectfully, your obedient servant,

J. M. B. CLITZ,
Commander United States Navy.

Rear-Admiral DAVID D. PORTER,
Com'dg N. A. Squadron, off Fort Fisher, N. C.

UNITED STATES STEAMER OSCEOLA,
New Inlet, N. C., January 17, 1865.

SIR: The following is a statement of damages sustained during the action of the 13th, 14th, 15th, and 16th instants:

A shell, supposed to have been a 150-pound rifle, passed through the starboard side of the vessel, abaft the port for the pivot gun aft, passing into the cabin and there bursting, destroying all the light joiner-work and injuring the spar and berth decks. Pieces of the shell passed through the opposite side. In transporting artillery from transports the copper was wrenched off the first launch.

The forward pivot gun, after sustaining over fifty (50) rounds, was cracked in two (2) places and became useless. The hull of the vessel has, in my opinion, been considerably shattered, the vessel leaking quite freely.

Very respectfully submitted.

JOHN WEIDMAN,
Lieutenant and Executive Officer.

Commander J. M. B. CLITZ,
Commanding U. S. Steamer Osceola.

Report of casualties.

UNITED STATES STEAMER OSCEOLA,
Cape Fear River, N. C., January 17, 1865.

SIR: I have to report the following casualties which have happened to this steamer's crew. The wounds are all gunshot, and were received on shore during the charge on Fort Fisher, the 15th instant. I am happy to state that there were no accidents on board this steamer during the engagement: John F. Merry, acting ensign, both thighs, serious; William Williams, marine, right thigh, serious; Thomas McDermot, landsman, right cheek, slight.

Respectfully, &c.,

GEORGE F. WINSLOW,
Assistant Surgeon U. S. N.

J. M. B. CLITZ, *Commander, Com'dg U. S. Steamer Osceola.*

Report of Commander J. C. Beaumont.

UNITED STATES STEAMER MACKINAW,
Cape Fear River, N. C., January 27, 1865.

SIR: I have the honor to submit the following report of the part taken by this vessel in the operations of the fleet under your command against Fort Fisher, and the adjacent batteries at New Inlet, N. C., on the 13th, 14th,

and 15th instants. On Friday, the 13th instant, in obedience to signal, three (3) boats were sent from this vessel to assist in landing troops. At 2.45 p. m., the boats having returned, took position as near as practicable to the one assigned me in the order of attack, and opened fire from six (6) IX-inch guns upon the eastern angle of Fort Fisher, with satisfactory effect. At 6.30 p. m., in obedience to signal, ceased firing and withdrew for the night. On Saturday, the 14th instant, with the vessels of the 2d line, remained at anchor all day. On Sunday, the 15th instant, at 10 a. m., in obedience to signal, landed an assaulting party of 36 men and 6 marines, in the charge of Acting Master Abraham J. Louch, Acting Ensign Joseph Ester, Acting Master's Mate Edward K. Green. At 12.20 p. m., in obedience to orders, took the position assigned me in the line of battle and commenced firing on the eastern angle of Fort Fisher with good effect. At 3.15 p. m., in obedience to signal, ceased firing. At 8 p. m. our boats returned from shore. This vessel was not struck during the bombardment. The folllowing are the casualties in the storming party: Acting Master Abraham J. Louch, slightly wounded on the hip; Acting Master's Mate Edward K. Green, severely wounded in the arm. The following-named men are missing: William F. Parks and Michael Cavanaugh, landsmen. It is again my pleasure to be able to state that all the officers and men under my command performed their duty.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT, *Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER MACKINAW,
New Inlet, N. C., January 17, 1865.

SIR: I have the honor to inform you that the only casualties in the crew of this vessel during the three days' bombardment and assault on Fort Fisher are the following, which occurred in the assault:

Acting Master Abraham J. Louch, slightly wounded on the hip, and Acting Master's Mate Edward K. Green, wounded in the arm badly.

I am, sir, very respectfully, your obedient servant,

J. C. BEAUMONT, *Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Commander E. R. Colhoun.

UNITED STATES IRON-CLAD STEAMER SAUGUS,
Off Fort Fisher, Federal Point, N. C., January 16, 1865.

SIR: In the action with Fort Fisher on the 13th instant the Saugus was struck eleven (11) times. At 5 p. m. one of the 15-inch guns (No. 29) burst, wounding, severely, James Casey, seaman. On the 14th and 15th the enemy did not fire at us. I would commend to your favorable notice the officers and crew of the Saugus for the manner in which they fought the vessel for three days, under great fatigue, fighting all day and taking in ammunition by night.

On the 13th instant we fired one hundred 5-second shell; on the 14th, twenty-one 5-second shell, nine 4-second shrapnell, eight solid shot; on the 15th, sixty-seven 5-second shell, seven 4-second shrapnell. Total, two hundred and twelve.

Very respectfully, your obedient servant,

EDM'D R. COLHOUN, *Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties—List of wounded on board United States steamer Saugus during action with Fort Fisher, North Carolina, January 13, 1865.

James Casey, seaman, aged 21 years, native of Ireland; shipped at New York; contused wound of scalp, caused by explosion of gun, by which he was thrown violently against an iron beam. Wound, therefore, originated in line of duty. Patient transferred to United States steamer Santiago de Cuba. Termination, probable early recovery.

Very respectfully,

WM. H. WESTCOTT, *Assistant Surgeon.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

Forwarded by

EDM'D R. COLHOUN, *Commander.*

Report of Captain L. L. Dawson, United States marine corps.

MARINE BARRACKS,
New York, February 15, 1865.

ADMIRAL: I have the honor to make the following report of the part taken by the marines under my command in the recent assault upon Fort Fisher:

Upon landing on the morning of the 15th of January, I found all the men that were to constitute the assaulting column on shore. There were about three hundred and sixty-five (365) men in line, exclusive of Lieutenant Fagan, who had been ordered by Captain Breese to occupy a rifle-pit off to the right, near the army advance, before I had reached the shore.

I hastily divided the line into four (4) companies, under command of Captain Butler, First Lieutenant Wallace, First Lieutenant Corrie, and First Lieutenant Parker, giving First Lieutenant Williams charge of some twenty-five (25) skirmishers, and First Lieutenant Meeker acting as adjutant. I received two or three orders from Captain Breese to "bring up the marines at once; that we would be late;" so that I had to move off without time to equalize the companies; to number them off for pacing and marching; to select sergeants to replace officers, or post the guides of a single company or platoon. I took the marines up and filed across the peninsula in front of the sailors, with skirmishers thrown out. Captain Breese pointed some light intrenchments towards the main bastion of Fort Fisher, which were dug and being completed under cover of the fire of the fleet. He ordered me to advance "to those that were finished, and as soon as those nearest the fort were completed, to occupy them; and when the assault was made, that I should keep up a full fire, when the sailors would rush by me, and, when well past, the marines follow them into the fort." Thus, in the event of a repulse, we would have had cover to fall back to, and a point to rally upon.

I had advanced to the second line of cover, and was waiting for the nearer intrenchments to be finished, when I received an order from Captain Breese "to take the marines down on the beach, about one hundred and fifty (150) yards to the left, and that he would bring up the sailors;" "that there was splendid cover on the beach, and that Captain Breese was going that way."

I was surprised at this order, and asked the gentleman who delivered it if he was not mistaken; but he replied "no." I immediately obeyed the order, and in a few minutes the sailors were brought up. My men were formed by the right flank when the sailors came up, the first division passing the marines, and the whole command lying down by the right flank; marines abreast of the second division, sailors on the upper side of the beach. While at this point I received no orders. I had read the admiral's order to Captain Breese respecting the assault, and was watching the army, knowing that agreeably to that order the "army were to be seen going in over the northwest parapet of the fort before we were to move to assault the sea-face." When I heard the order "charge," "charge," every one rose up and dashed forward, yelling and cheering so loudly that no order could either be heard or passed. I tried to prevent the noise, but with no success.

I maintained the same position I had started in, abreast of the second division of sailors, and as the sand was much heavier on the upper side of the beach, I could gain nothing on the first division until they got under the heavy fire of the fort, when the first company of marines got abreast with the centre of the first division of sailors. I had just reached the head of my men, after a hard run, when I saw the head of the line of sailors, who had reached the end of the stockade, begin to falter and turn back, and was myself about forty or fifty yards from the end of the stockade, on the beach. I saw some six or eight men go around the end of the stockade, but immediately return, and it was at this instant that the whole line commenced doubling up and flying, everybody for themselves, except some thirty officers and men at the head of the line, who took cover under an angle in the stockade.

The efforts of the officers to rally the men were wholly unsuccessful, the order to retreat being passed along generally. At the moment when the head of the line gave way, the marines were not near enough to open fire effectually, and were on the double-quick, and quite exhausted; nor was there the slightest cover this side of the stockade, except a few sand-hills very near the stockade. I saw that the men were hopelessly repulsed. I looked to the rear of the line, which was breaking, as well as the front, and that a good many marines were joining in the retreat, so that I at once ordered the marines to "lie and fire at the parapet," with a view of decreasing the rebel fire, and to prevent the confusion and exposure incident to such a crowd retreating to an open beach. Nearly all the marines of the first and second companies obeyed this order; the two rear companies I could not see, but as few were to be seen after the retreat was effected, I take it for granted that they went also.

As soon as the panic was over, I ordered those men who had lain down, and were firing, to retreat in squads, as I supposed the fleet would soon open on that bastion of the fort. I did not retreat myself, but stayed on the beach about fifty yards from the end of the stockade, until sunset, watching the progress of the army.

When I went to the rear, a staff officer informed me that General Terry desired all the marines and sailors who had arms to occupy the right of General Paine's line; that the rebels were demonstrating there. Though it

was nearly dark, I succeeded in getting about one hundred and eighty (180) marines behind the breastworks, near General Terry's headquarters, where they remained until morning. The rebels, from the manner in which they met the assault, evidently regarded it as the main attack, as it was the first.

With the result of our attack no one was more disappointed than myself. I obeyed all the orders I received from Captain Breese promptly, and exerted myself all I could to make the assault successful, and though a portion of the marines retreated with the sailors, it is but just to the rest to say that they remained and performed the duty of good soldiers until I passed the order to retreat.

I remain, very respectfully, your obedient servant,

L. L. DAWSON,
Captain United States Marine Corps.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Commander W. G. Temple.

UNITED STATES STEAMER PONTOOSUC,
Cape Fear River, January 20, 1865.

SIR: I have the honor to submit the following report of the part borne by this vessel in the operations against the rebel works at Federal Point since the 13th instant:

At daylight of the 13th instant we got under way, and stood in toward the beach, in company with line No. 1, to cover and assist in the landing of the troops. Owing to the number of accidents which had happened to the 100-pounder Parrott rifles, and to your consequent recommendation in General Order No. 78, as also to the fact that our station in the line brought us within easy range with the IX-inch guns, we placed the rifles, fore and aft, in the water-ways on the disengaged side of the ship, and brought all four (4) of the IX-inch guns into battery on the engaged side; and the same arrangement was again made on the 15th, so that the rifles have not been used since Christmas. At 8.07 a. m. we came into position, about 600 yards from the beach; moored the vessel, head and stern, and opened fire on the shore, at the same time sending three (3) boats to assist in taking the troops from their transports. At about 9 o'clock we ceased firing, as the army had effected a sufficient lodgement, and no opposition was presented to them. At 2.30 p. m. the boats returned to the ship, having accomplished the duty assigned them. At 4 40 we again got under way, in company with line No. 1, and moved down to a position near the iron-clads, (which were engaged in bombarding the fort,) where we again moored, head and stern, and at 5.10 opened fire, at about 2,200 yards range upon Fort Fisher. At 5.40 p. m. we dropped out of action, in obedience to orders, and anchored for the night. There were expended in this day's firing thirty-eight (38) IX-inch shells, five (5) shells from the 20-pounder rifled howitzer, and one (1) from the 24-pounder smooth-bore howitzer.

On the 14th we remained all day at anchor, being assigned to no part in, the bombardment or elsewhere.

On the 15th we got under way at 8.50 a. m.; stood in, and anchored close under the stern of the Ironsides, with a kedge out astern, and opened on Fort Fisher with the IX-inch guns, at 1,700 yards range. At 12 m. we shifted our position (by order) further toward the beach, and continued firing at the fort until 2.15 p. m., when all the remaining IX-inch shells (275

of them) had been expended, and signal being made soon after to "cease firing," we did not have to resort to the 100-pounder rifles. In the mean time forty (40) of our men, armed with cutlasses and revolvers, under the command of Acting Ensign Louis R. Chester and Acting Master's Mate Thomas Brown, were landed at 10.25 a. m. to participate in the assault on the fort. All of this party eventually returned to the vessel; but Acting Ensign Chester and six (6) men were wounded—four (4) of them severely and threee (3) slightly.

On the afternoon of the 16th, in attempting to cross the bar, we got aground, but got off again without damage, and on the morning of the 17th we came inside and anchored.

I have again to report that the officers and men of this vessel behaved admirably throughout the whole affair; for, although the enemy's fire, as directed toward this vessel, was comparatively insignificant, yet it is reported to me by the officers who went with the assaulting party that our detachment displayed coolness and courage under a withering fire of grape, canister, and musketry from Fort Fisher, and that several of them were afterwards prominent in bringing off the wounded.

I would recommend Acting Ensign Chester to be examined (so soon as he shall have recovered from his wound) for promotion to acting master, not only for his share in this assault, but for his general qualities.

Respectfully,

WM. G. TEMPLE, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER, U. S. N.,
Commanding North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER PONTOOSUC,
Fort Fisher, N. C., January 26, 1865.

SIR: I have the honor to report the following casualties occurring among the officers and crew of the United States steamer Pontoosuc in the attack on Fort Fisher, on the 15th instant:

Louis R. Chester, acting ensign, gunshot wound of right elbow, severe. John Ericsson, captain forecastle, gunshot wound of right elbow, severe. Frank A. Pierce, landsman, gunshot wounds of left wrist and left thigh, severe. George W. McWilliams, landsman, gunshot wound of left thigh. Clark R. Caswell, landsman, contusion of left thigh by fragment of shell, slight. Patrick McGrath, landsman, gunshot wound of right thigh, slight. Francis McCoy, armorer's mate, gunshot wound over right eye, slight.

Respectfully, your obedient servant,

W. H. PIERSON,
A. A. Surgeon, U. S. Navy, U. S. S. Pontoosuc.

Lieutenant Commander W. G. TEMPLE.

UNITED STATES STEAMER PONTOOSUC,
James River, Va., March 31, 1865.

SIR: After mature consideration and careful consultation with the officers of this vessel, I would recommend that medals of honor be awarded to the following men under my command for gallantry, skill, and coolness in action during the operations in and about Cape Fear river, which extended from December 24, 1864, to February 22, 1865, and which resulted in the cap-

ture of Fort Fisher and Wilmington, viz: Robert M. Blair, boatswain's mate; Anthony Williams, sailmaker's mate; James W. Verney, chief quartermaster; Asa Betham, cockswain; John P. Ericsson, captain of forecastle; Clement Dees, seaman, (colored;) George W. McWilliams, landsman, and John Anglin, boy. Two of these men, John P. Ericsson and George W. McWilliams, were so severely wounded in the naval assault upon Fort Fisher that they were sent to the hospital at Portsmouth, Virginia; since which time I have not heard of them, and, therefore, I cannot say where they are to be found at present; all the others are still on board this vessel.

Respectfully,

WM. G. TEMPLE, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Forwarded.

DAVID D. PORTER, *Rear-Admiral.*

UNITED STATES STEAMER PONTOOSUC,
Hampton Roads, May 31, 1865.

SIR: Referring to my letter of March 31, I find, on further inquiry, that I should have added the name of John Jackson, ship's corporal, to the list of those on board this vessel, who, in my opinion, should receive the medal of honor for galiantry, skill, and coolness in action during the operations in and about Cape Fear river, from December 24, 1864, to February 22, 1865.

Respectfully,

WM. G. TEMPLE, *Commander.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Respectfully forwarded.

WILLIAM RADFORD, *Acting Rear-Admiral.*

Report of Lieutenant Commander Thomas S. Phelps.

UNITED STATES STEAMER JUNIATA,
Off New Inlet, N. C., January 16, 1865.

SIR: I have the honor to report that during the bombardment of Fort Fisher, on the 13th, this ship sustained no damage whatever. On the 15th one shell passed through the main rigging, carrying away one starboard and and two port shrouds. One shell came in board, struck the chase of the disabled 100-pounder gun, exploded, wounded four men and dented the smoke-stack; another exploded under the starboard bow, from which no injury was sustained, so far as can be ascertained.

Sixteen rounds were fired on the first day, and one hundred and five on the last, and most of the shells were well planted, only a few bursting short. Forty-five men and twenty marines composed the storming party under the charge of Acting Master Charles H. Hamilton, Ensign Charles McGregor, and Master's Mates (Acting) George H. Prescott and W. F. Warnick. I cannot speak too highly in praise of the bravery and coolness displayed by the officers and crew of this vessel, individually; they performed their duty nobly, and did all their country could require of them. On three occasions they were well tested, and I judged, from the number of shots which passed over and fell around us, that the enemy occasionally selected the Juniata for a target. Where all behaved so well it seems invidious to make a selection, but I must beg leave to call your especial attention to the cool, gallant,

and able manner in which the executive officer, Lieutenant Frederick V. McNair, performed his whole duty.

The number of casualties and amount of injuries sustained, together with the quantity of ammunition expended, will be found in the accompanying reports of the surgeon, engineer, boatswain, gunner, and carpenter.

I am, sir, very respectfully, your obedient servant,

THOMAS S. PHELPS,
Lieutenant Commander, Commanding.

Rear-Admiral DAVID D. PORTER, *U. S. N.*,
Com'dg North Atlantic Squadron, off New Inlet, N. C.

Report of casualties.

UNITED STATES STEAMER JUNIATA,
Off New Inlet, N. C., January 16, 1865.

SIR: The following is a list of the killed and wounded of this ship in yesterday's engagement with the forts and batteries ashore:

Killed, and buried ashore.—1. Charles H. Fremont, quarter gunner, bullet through the head; 2. Sevren O. Smith, captain forecastle, bullet through the head; 3. Edward Lindsey, landsman, bullet wound in the right hip and left leg broken by grape shot, found drowned; 4. Geo. Nicholls, seaman; 5. Edward Brennan, marine, supposed to have been killed by an explosion ashore; bodies not found.

Total killed—5.

Wounded.—1. Charles H. Hamilton, acting master, powder burn on the face from the bursting of a musket; 2. Robert Wilson, captain afterguard, bullet wound of the right shoulder; 3. Jno. W. Baker, landsman, bullet wound of right knee; 4. William Prescott, quartermaster, bullet wound of left leg; 5. Jno. Redden, marine, shell wound of left knee. The above were wounded ashore in the storming party. The following were wounded aboard ship: 6. Jas. Johnson, sailmaker's mate, shell wounds of back and head; 7. Christian Brockman, seaman, shell wound, face and right forearm; 8. Jas. H. Johnson, coal-heaver, shell wound, back, (slight); 9. Thomas Mahoney, ordinary seaman, powder-burn of the face and right hand from the explosion of a shell; 10. Henry Williams, seaman, reported to have a bullet wound in the chest; this man has not arrived on board ship yet.

Total wounded—10.

Jno. W. Baker's wound is very severe, and he will probably lose his leg. The rest of the wounded are likely to do well.

I am, very respectfully, your obedient servant,

ALBERT C. GORGAS, *Surgeon U. S. Navy.*

Lieut. Com'dr THOS. S. PHELPS,
Commanding U. S. Steamer Juniata.

Report of Lieutenant Commander J. H. Upshur.

UNITED STATES STEAMER A. D. VANCE,
Off Fort Fisher, N. C., January 17, 1865.

SIR: I have the honor to report herein the part taken by this vessel and the division placed under my command, in the recent operations against the enemy in this vicinity.

Agreeably to your order I conferred with Major General Terry, and proceeded to land the troops and munitions indicated by him. This was con

tinued through the 13th, 14th and 15th, days and nights, most of the time through a heavy surf that destroyed a number of our boats and at times threatened the lives of the officers and men.

The officers and crew, not only of my own command but of the other vessels in this division, expressed a desire to participate in the assault, but a number of the boats having been disabled, our position being removed from the point of landing, and there being as much work, and, as I conceived, at the time as important to be done to support the position of the forces on shore, I deemed it best, and in accordance with your wishes, that they should not be gratified in this respect.

The Tristram Shandy did, however, through a misunderstanding, send a few men and two officers. About 4 p. m., soon after the assault commenced, the enemy having opened two hours before with a Whitworth battery on some of the vessels of my line, I observed skirmishing between our pickets and those of the enemy close at hand, several of the balls passing over and near to us and killing a soldier near our boats. I suspected the enemy had moved down the peninsula in force, to surprise or to create a diversion from the assault. I immediately went to quarters, followed by the other vessels, and began shelling the woods and cover in front of our intrenchments. Our firing was successful, eliciting cheers from our troops as the shell fell among the enemy, driving him off in haste. To prevent his return, an occasional shell was fired during the night in that direction. I cannot close this report, which I desire shall be brief, without calling to your notice my executive officer, Acting Master Gardner Cottrell, to whose intelligence and untiring energy the success of our labors is mainly due. I cannot but believe the general commanding will make some acknowledgment of his important service. Mr. Cottrell has been our principal medium in the work to be done, often originating and always faithfully executing whatever was necessary. I am gratified by the cheerful manner in which the officers and crew of my own vessel, as well as those of the division under my command, have performed their duties. Annexed is a list of the vessels composing the division—Emma, Gov. Buckingham, Tristram Shandy, Lilian, Aries, Cherokee, Alabama and Wilderness. Enclosed is a list of ammunition expended.

I am, very respectfully, your obedient servant,

J. H. UPSHUR, *Lieut. Comm'r, Com'dg.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

Report of Lieutenant Commander T. C. Harris.

UNITED STATES STEAMER YANTIC,
Cape Fear River, N. C., January 28, 1865.

SIR: I have the honor to report the part this vessel took in the operations against Fort Fisher, New inlet, N. C., on January 13 and 15, 1865. At 8 a. m., January 13, anchored in line No. 1, close in shore to the northward of Fort Fisher, and assisted in landing troops and ammunition. At 4 p. m. got under way and stood in towards the batteries, in line of battle No. 1, and at 5 p. m. anchored head and stern to the northward and eastward of Fort Fisher, and opened fire. At 5.50, in obedience to signal, ceased firing, got under way, stood off shore and anchored.

On the 15th, at 8.50 a. m., got under way, and, in obedience to verbal orders from yourself, stood in towards the batteries, and anchored head and stern to the northward and eastward of Fort Fisher, and immediately opened an effective fire with two 9-inch guns, in port broadside, using 10″

fuze. At 10.30 sent a landing party on shore, composed of forty-two (42) men, in command of Acting Ensigns J. C. Lord and S. T. Dederer, and Acting Third Assistant Engineer George Holton, with orders to report to Lieutenant Commander K. R. Breese, (fleet captain.) At 3.15, in obedience to signal, ceased firing.

I am happy to state that, from the rapid and accurate fire of the fleet, the enemy were completely driven from their guns, and have to report no casualties, with the exception of three men in the assault on Fort Fisher—two killed and one mortally wounded, (since dead.) The conduct of the officers and crew was commendable. Being short of officers, Acting Assistant Paymaster Samuel B. Huey and my clerk, C. M. B. Harris, rendered valuable and efficient services. I cannot close this report without making special mention of Acting Ensign J. C. Lord, an officer of merit, and one whom I have always found prompt and energetic, ready for any service, and was a volunteer in the landing party from this vessel. He well deserves to be advanced a grade. Acting Third Assistant Engineer Holton was also a volunteer, and had charge of the intrenching party. I have learned that he was always in the advance, cheering the men on, and exposing himself in the most gallant manner. I think that he may be made a Third Assistant Engineer in the regular service.

Very respectfully, your obedient servant,

T. C. HARRIS, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron.

Report of casualties.

UNITED STATES STEAMER YANTIC,
Off Fort Fisher, N. C., January 16, 1865.

SIR: I have the honor to report the following casualties on board this vessel, resulting from the attack by the naval force on Fort Fisher, on the 15th instant: Killed, 2: William Lemon, master-at-arms, shot through the head by a musket-ball; Thomas Williams, second-class fireman, shot through the head by a musket-ball. Wounded, 1: James Martin, captain forecastle, reported wounded in the knee; yet missing. Missing, 1: Alex. Pierson, coal-heaver, reported not injured this morning.

I am, very respectfully,

H. K. WHEELER,
Acting Assistant Surgeon.

Lieutenant Commander T. C. HARRIS,
Commanding United States Steamer Yantic.

Forwarded. T. C. HARRIS, *Lieutenant Commander.*

Report of Lieutenant Commander John L. Davis.

UNITED STATES STEAMER SASSACUS,
Cape Fear River, N. C., January 19, 1865.

SIR: I have the honor to report that in the recent operations of the fleet, under your command, against the enemy's works, Fort Fisher and others, at eastern entrance, this vessel took part as follows: On the 13th the boats were employed in landing our troops; the vessel shelling the woods ahead of the skirmish line. On the 14th the boats and working parties were engaged in landing artillery and provisions for the army, and supplying ord-

nance stores to the monitors. On the 15th, in obedience to signal, sent an armed force of thirty-six men in charge of Acting Ensign Wm. H. Mayer, to report for duty to the flag-ship. At noon, in position assigned by chart plan of the battle, anchored and engaged the enemy, firing 234 9-inch shell with good effect. About 9 p. m. ceased firing, the enemy having surrendered. Mr. Mayer and his men joined the expedition to assault the sea-face of Fort Fisher. I have to regret the loss of three men killed and three wounded of the number sent from this vessel. It gives me much pleasure to state that the conduct of the officers and men throughout the entire work was such as to merit my approbation, and would respectfully recommend to your consideration for promotion to the grade of acting master Acting Ensign Wm. H. Mayer, for gallantry while under fire of the enemy, at the time of the assault by the navy.

I have the honor to be, very respectfully, your obedient servant,

JOHN L. DAVIS, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding N. A. Squadron.

Report of Lieutenant Commander W. T. Truxtun.

UNITED STATES STEAMER TACONY,
Cape Fear River, N. C., January 19, 1865.

SIR: I have to submit the following report of the part taken by this vessel in the reduction of the enemy's works at New inlet, N. C.:

On the 13th instant, at 4.50 a. m., got under way and took position assigned in line of battle, and at 7.20 a. m. commenced shelling the woods to the northward of Fort Fisher. At 8.12 a. m. sent the boats to aid in landing troops, and continued thus employed until 3.35 p. m., when stood in and opened fire on Fort Fisher. At 5.50 p. m. ceased firing and retired from action, by signal from flag-ship. No casualties during the day.

At 1.30 p. m., on the 14th instant, again took position and opened fire upon the enemy's works; continued engaged till dark, when ceased firing by order; remained in position near the forts all night. No injury to vessel or crew during this day.

On the 15th, at 0.10 a. m., opened a rapid fire for one hour on the forts. By the premature explosion of a gun Hugh Lee, landsman, had his right arm blown off; John Wild, ordinary seaman, and Thomas Stanton, captain of forecastle, were wounded. At 10.15 a. m. sent a detachment of thirty men, under Acting Ensigns James B. Taney and Thomas Golding, to assist in storming the batteries. At 1 p. m. again opened fire on the enemy's works; continued engaged till 2.35 p. m., when ceased firing, by signal from flag-ship. During the night our boats returned, also one belonging to the Iosco, bringing a number of men wounded during the charge of the seamen on Fort Fisher. At 10 p. m. the fleet were informed of the surrender of Fort Fisher.

On the 16th instant, at 2 p. m., anchored in New inlet, North Carolina, in company with the Sassacus and Kansas, all having followed the lead of Commander Clitz, in the Osceola.

On the 17th instant Acting Assistant Surgeon George Hopkins attended the rebel wounded on shore. The vessel's boats were employed removing torpedoes from the channel.

On the 18th instant crossed the Rip, entered Cape Fear river, and at 3.10 p. m. anchored near Fort Lamb, the gun-carriages, traverses, and woodwork of which I destroyed, in obedience to your orders. In Fort Lamb was

a galvanic battery in good working order, connecting with copper wires, which I this morning caused to be under-run, and which I found led directly across the river to the magazine in Fort Fisher. This, I believe, will fully account for the mysterious explosion on the 16th instant, by which over two hundred gallant men lost their lives ; if so, it was the most dastardly act of the war.

I cannot too highly commend the conduct of all under my command. Acting Ensigns James B. Taney and Thomas Golding gallantly led the seamen in the assault of Fort Fisher, in which four men were killed and ten wounded ; James Tallentine, quarter gunner, ever foremost in the discharge of his duties, reached the top of the parapet, under a murderous fire, only to fall inside the fortifications, giving a valuable life to his country.

Acting Assistant Paymaster William S. Hosford, who for more than a year has commanded the after powder division, worked, as usual, most untiringly. I am greatly indebted to Acting Master Rudolph Sommers, who acted as signal officer ; the good conduct of Acting Master's Mate John A. Orcutt deserves to be mentioned. In fact, sir, the conduct of all during the past seven days has been most praiseworthy.

I enclose report of killed and wounded, also the gunner's report of ammunition expended.

Very respectfully, your obedient servant,

W. T. TRUXTUN, *Lieut. Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

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UNITED STATES STEAMER TACONY,
Off Fort Fisher, N. C., January 16, 1865.

SIR : The following is a list, so far as ascertained, of the men from this ship killed and wounded in the assault on the enemy's works at Fort Fisher, January 15 :

Killed.—James Tallentine, quarter gunner ; Richard Acton, landsman ; Cornelius Blashier, ordinary seaman.

Wounded.—William Brown, seaman, mortally, died this morning ; James H. Spencer, ordinary seaman, gunshot fracture of thigh, serious ; Martin Goherts, seaman, gunshot fracture of thigh, serious ; John Van Schoter, landsman, pelvis, serious ; Horace Wheeler, ordinary seaman, gunshot fracture of leg ; Samuel McKinley, landsman, flesh wound in both legs, not serious ; Patrick Kelly, landsman, flesh wound of left leg, not serious ; Martin Howard, landsman, flesh wound of right leg, not serious ; William Stewart, landsman, right arm, serious.

Respectfully,

GEORGE HOPKINS,
Acting Assistant Surgeon.

Lieut. Commander W. T. TRUXTUN,
Commanding United States Steamer Tacony.

A correct list will be sent as soon as possible.

Respectfully,

W. T. TRUXTUN.

Report of casualties.

UNITED STATES STEAMER TACONY,
Off Fort Fisher, N. C., January 15, 1865.

SIR: The following is a list of those wounded on board this vessel during the fire upon Fort Fisher at an early hour this morning:

1. Hugh Lee, landsman, right hand shattered and right arm broken by the premature discharge of the gun he was loading, (nine-inch Dahlgren;) amputatation below the elbow; sent on board the Fort Jackson.

2. Thomas Stanton, seaman, captain of forecastle, by the same accident left eye injured by the burning of the powder while *serving the vents*; serious. He is also much bruised about the left side and hip by the recoil of the gun.

3. John Wild, ordinary seaman, left hand burnt and contused by the same accident; not serious.

Very respectfully, your obedient servant,

GEORGE HOPKINS,
Acting Assistant Surgeon.

Lieutenant Commander W. T. TRUXTUN,
Commanding United States Steamer Tacony.

Report of Lieutenant Commander P. G. Watmough.

UNITED STATES GUNBOAT KANSAS,
Cape Fear River, N. C., January 19, 1865.

ADMIRAL: I have the honor to submit the following report of the part this vessel took in the reduction of the works defending New inlet, Cape Fear river.

On the 13th instant, at 7.15 a. m. the "first line" formed in line of battle in close order, by signal, and shelled Flag-pond battery and the adjacent woods. At 7.40 a. m. anchored in same order, and at 7.45 sent boats to assist in disembarking the land forces. At 10 a. m. ceased firing. At 3.40 p. m. got under way, in obedience to signal to "first line," and stood toward Fort Fisher. At 5.05 anchored in line, and opened fire on the fort. At 5.40 ceased firing, by signal, and retired from range, and at 6.20 p. m. came to.

On the 14th instant, at 1.30 p. m. got under way by signal to this vessel, and stood in toward Fort Fisher; anchored close in to the beach, to the northeast of the fort, and distant 1,700 yards. At 2.10 p. m. opened fire. At 7 p. m. ceased firing, by order, for the night. At 4 a. m., the 15th instant, resumed the fire for an hour. At 5.30 a. m. retired from position and went to the ordnance steamer Aries to replenish ammunition. At 11 a. m. despatched the launch with nineteen men, under command of Acting Ensign Williams, to report to Fleet Captain Breese, commanding the naval brigade on shore. At 12.45 p. m. got under way and took up a position between second and third lines, and opened fire on Mound and other batteries. At 3 p. m. ceased firing, by signal, as the naval brigade was assaulting the northeast angle of Fort Fisher, the assault failing, resumed fire at 5.30, directing our fire at the Mound. At 9.15 p. m. ceased firing, as the land forces were progressing in their assault. At about 10 p. m. the loud cheering and illumination of the fleet announced the fall of the forts.

On the 16th instant, at 1.30 p. m., followed the Osceola, Commander Clitz, over the bar of New inlet, and anchored under the Mound. This vessel was not struck, and our only casualty was in the person of James Arnold, landsman, wounded in the knee during the assault. It gives me great plea-

sure to mention that, notwithstanding the protracted labors and exposure of the officers and men, they continued cheerful and prompt up to the last moment.

Very respectfully, your obedient servant.

PEND. G. WATMOUGH,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties.

UNITED STATES GUNBOAT KANSAS,
Off New Inlet, N. C., January 16, 1865.

ADMIRAL: I have the honor to report the following casualties: James Arnold, landsman, naval brigade, wounded in the knee.

I am sir, very respectfully, your obedient servant.

PEND. G. WATMOUGH,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Commander George. W. Young.

UNITED STATES STEAMER MARATANZA,
New Inlet, January 18, 1865.

SIR: I have the honor to report that in the assault made on Fort Fisher on the 15th and 16th instant, the following officers and men from this vessel were engaged in the 3d division, Lieutenant Commander Selfridge: Acting Master Wood, in charge of landing party, was slightly wounded, but not enough to inacpacitate him from duty. Acting Master's Mate Alger had his right arm broken. Acting Ensign Crowell and Acting Master's Mate Crossman escaped unwounded, and returned with the men under their command intact.

I would state that we had engaged four officers and thirty-eight men, and nine marines, with four boats.

Enclosed the report of expenditure of ammunition, surgeon's report, and the reports of Acting Master Wood and Acting Ensign Crowell.

I am, very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES STEAMER MARATANZA,
Cape Fear River, January 17, 1865.

SIR: I have the honor to make the following statement in relation to the attack on Fort Fisher:

At 10 a. m. of the 15th, in obedience to your order, I left the vessel in charge of three officers, nine privates, and thirty-eight men, and reported to the

flag-ship. From there I was ordered to land on the beach about two miles northeast of Fort Fisher. On arriving there I formed my company with the third division, except twenty men, whom I was ordered to send to the front as sappers, and the privates to join the privates; after which we all marched a few rods to the interior. After remaining there about three-quarters of an hour, and receiving our instructions from our divisional officer, we marched with the other divisions towards the fort. When within about a half mile from it we halted on the beach in such a manner as to protect ourselves from the musketry from the fort, as several of the men had been wounded. We remained there about one-half hour, when the order was given to advance further on. Every officer and man did so at a double-quick time, until we reached to a stockade which led towards the fort, under a very severe fire of musketry, and a little grape or canister at the same time. Notwithstanding that, and the killed and wounded, our men kept bravely on, with the firing increasing. When within a few yards from the fort the men stopped, as the musketry was too severe. Encouragement from myself and other officers from my company was no use; when all at once everybody started back up the beach under a very severe fire of musketry, grape, &c., from the enemy's works. I, with my other officers, got eight men to make the second attack, being all I could get. The attack being given up, we intrenched, per order, for the night.

The casualties are: myself slightly wounded in the chest; William H. Alger, arm fractured. My officers, J. Crowell, acting ensign, William H. Alger, master's mate, Charles Crossman, master's mate, and men, behaved bravely.

I am, sir, very respectfully, your obedient servant,

J. B. WOOD,
Acting Master, Commanding.

Lieutenant Commander GEORGE W. YOUNG,

Respectfully forwarded.

GEORGE W. YOUNG,
Lieutenant Commander United States Navy.

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UNITED STATES STEAMER MARATANZA,
Mouth of Cape Fear River, N. C., January 17, 1865.

SIR: I most respectfully report that on the afternoon of the 15th of this month, while making the assault on the front of Fort Fisher, the officers and men from this ship made the charge in a most brave and gallant style, getting in advance of the third division, under a terrific and effective fire from the enemy, and, when close up to the muzzle of their guns, I noticed a sudden and universal retreat of all our force. I used every exertion to rally them, and charge again, in obedience to the order from our divisional commander, Lieutenant Commander T. O. Selfridge; when, finding the attempt unsuccessful, and being left nearly alone, I retreated, in company with Captain Selfridge. In the evening our men were engaged in picking up the wounded. On the 16th we returned to the ship.

During the assault Acting Master J. B. Wood, jr., commanding our detachment of men, was slightly wounded, and Acting Master's Mate W. H. Alger was severely wounded.

I am, sir, most respectfully, your obedient servant,

J. W. CROWELL, *Acting Ensign.*

Lieutenant Commander GEORGE W. YOUNG,
Com'dg United States Steamer Maratanza.

UNITED STATES STEAMER MARATANZA,
February 14, 1865.

SIR: I have the honor to report, that in the assault made on Fort Fisher on the 15th and 16th of January last the following officers and men belonging to this vessel were engaged, being detailed for service with the third division, Lieutenant Commander Selfridge: Acting Master James B. Wood, in charge of party, Acting Ensign Joseph W. Crowell, Acting Master's Mates William H. Alger and C. H. Crossman, with nine marines and thirty-eight men, (four boats' crew.) Acting Master James B. Wood was slightly wounded in the chest, and Acting Master's Mate William H. Alger had his right arm broken so as to necessitate his being sent north to Norfolk hospital. Acting Master J. B. Wood, in his report, speaks in the highest terms of the officers and men under his command. Acting Ensign Crowell and Acting Master's Mate Crossman escaped unhurt, and returned to the vessel with their men intact. Charles Sullivan, marine, was slightly wounded. Attached please find surgeon's report of casualties and expenditure of ammunition in the gunner's department. I am induced to make this second report understanding that the former was not received.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieutenant Commander United States Navy.

Rear-Admiral D. D. PORTER,
Com'dg North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER MARATANZA,
Cape Fear River, N. C., January 17, 1865.

SIR: I have the honor to report the following casualties as having occurred to the officers and crew of this vessel during the recent attack on Fort Fisher and its defences, on the 15th of January, 1865:

Acting Master James B. Wood, jr., was struck by a rifle ball, producing a slight flesh wound of the chest. Acting Master's Mate William H. Alger received a gunshot wound in the upper third of the right arm, producing a fracture of the *humerus*. Charles Sullivan, marine, was struck by a fragment of shell on the left thigh, resulting in a slight contused wound.

I have the pleasure to add that all the above are doing well.

Very respectfully, your obedient servant,

JOHN W. HAMILTON,
Acting Assistant Surgeon.

Lieutenant Commander GEORGE W. YOUNG,
Com'dg United States Steamer Maratanza.

Report of Lieutenant Commander R. Chandler.

UNITED STATES STEAMER MAUMEE,
Cape Fear River, February 4, 1865.

ADMIRAL: I have the honor to report the part taken by this vessel during the bombardment and fall of Fort Fisher.

On the 11th of January left Beaufort with a portion of the fleet, and anchored outside the bar. At 7.45, on the morning of the 12th, in obedience to general signal, got under way, and fell into position in line No. 1. In doing so, fouled the gunboat Seneca. On the 13th sent all the boats to as-

sist in landing troops. At 5.10 p. m. anchored in line of battle, with Fort Fisher bearing south-southwest half west, 1,800 yards distant, and commenced firing. At 5.55 ceased firing, and hauled off for the night. On the 14th, at 1.10 p. m, went on board the flag-ship, in obedience to signal, and received your verbal order to go in as near as possible, and endeavor to knock down the palisade around the fort; anchored ahead of the New Ironsides, and sent a line from this vessel's stern to the Ironsides' bow, and commenced a rapid and well-directed fire on the palisades, distant about 1,300 yards. At 6 p. m. the Little Ada brought orders to remain at anchor for the night, and to take up the fire for one hour in succession, the firing to commence with the leading vessel of the line. At 11 p. m. commenced the fire, and at 12 (midnight) the Tacony took it up. At 5.30 a. m., on the 15th, received orders by despatch boat to haul out of line and fill up with ammunition. None of the ordnance vessels had 32-pounder ammunition, and some hours elapsed before I could find any. Spoke the flag-ship, and was informed that it could be obtained from the United States steamer Alabama. She was lying about a mile to the northward of eastward of the Half Moon battery; hauled alongside of her and filled up with ammunition; received also from her a 30-pounder Parrott rifle, in place of our cracked one. As we were about casting off a battery of three Whitworth guns opened on us from the beach, distant about 1,000 yards; made signal to the Cherokee and Governor Buckingham to form a line of battle, and led into three fathoms of water, and in one half an hour silenced the battery; proceeded to my station in the line, and found that the assault had taken place, and saw the sailors retreating up the beach. At 10 p. m. the cheers from the fort and fleet announced that Fort Fisher was ours.

On the 16th obtained some buoys from the Santiago de Cuba and a pilot from the flag-ship, and proceeded to sound and buoy the channel across the bar. Finished in time for several of the double-enders to run in, but the tide too low to admit of this vessel crossing. At 10 a. m., on the 17th, crossed the bar and anchored off Federal Point.

On the morning of the 19th crossed the Rip and anchored in line of battle in Cape Fear river.

I cannot speak in too high terms of the coolness and courage of the officers and men of this vessel during the several bombardments. All did their duty manfully. The expenditure of ammunition from the 13th to 16th was as follows: 117 100-pounder rifle shells, 206 32-pounder, and 14 30-pounder rifle.

Very respectfully, your obedient servant,

R. CHANDLER,
Lieutenant Commander, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Commander D. L. Braine.

UNITED STATES STEAMER PEQUOT,
New Inlet, N. C., January 18, 1865.

SIR: I have the honor to report the part the United States gunboat Pequot, under my command, took in the bombardment of Fort Fisher and other of the enemy's works at New inlet, North Carolina, during the 13th, 14th, and 15th of January, 1865.

On the morning of the first day formed in line of battle, (No. 1,) and stood in close to the beach. At 8 a. m. anchored and shelled woods, to cover the

landing of our troops, which was successfully performed, when at 3.50 p. m. line No. 1 stood in and engaged the forts, in company with the iron-clads; other lines of battle were in action, shortly after engaging line No. 1, was ordered to retire, and did so. On the 14th, at 1.25 p. m., we stood in and made fast to the New Ironsides, lying astern of her, and engaged the enemy until at 6 p. m., when, receiving orders to fire during the night in succession, we anchored and remained close to and inside of the New Ironsides all night. Next morning, (15th instant,) needing ammunition, we withdrew; and at 10 a. m. returned and joined in the attack until 1.20 p. m., when we closed in upon the enemy, anchoring near the Monadnock; upon signal being made, our armed boats, under the commands of Acting Ensigns George Lamb and Anthony Smalley, with forty-two men, were sent to assist in the assault of Fort Fisher. At 5.40 p. m., receiving orders from you to proceed up the beach and anchor near Flag-pond battery, to cover our troops from an attack, did so, and during the night firing occasionally in the woods to the northward and westward; about 10.20 p. m. we learned with delight that Fort Fisher and the surrounding works had surrendered to the combined army and naval attack.

Besides congratulating you on the success of your well-planned attack and its great results, I must bear testimony to the zeal of every officer and man on board this vessel in the discharge of their several duties.

Acting Master William F. Chase served the 150-pounder with skill and effect, and notwithstanding so many of the rifle guns of the fleet had burst, he never hesitated to fire it. Acting Ensign Henry W. Loring, in charge of the powder division, was prompt for every call upon him, and kept me supplied without delay with every class of projectiles needed. To Second Assistant Engineer (in charge) A. H. Fisher I am much indebted, for without his skill and perseverance the ship would not have been in a condition to enter action without being towed. Acting Assistant Paymaster C. G. Hutchinson took careful notes of the action, for which I am indebted. Mr. J. W. Jones, my clerk, assisted me as signal officer, and not only kept me informed of every signal relating to our line, (No. 1,) but of all and every signal made to other lines and vessels.

I enclose you a list of our casualties, and it is with regret I state those on board ship were caused alone by the bursting of the 30-pounder rifle, (No. 223,) which took place on the 14th instant, wounding Benjamin F. Hackney, landsman, John McDonald, ordinary seaman, and John Searing, landsman; the former died of his wounds; two more were killed in the assault of Fort Fisher, William Cox, seaman, and James Connors, landsman; and three wounded, George Hagan, cockswain, William Brown, ordinary seaman, and John Riley, landsman.

I enclose your reports made me of the assault by the officers commanding the men from this vessel, also report of ammunition expended.

With respect, I am your obedient servant,

D. L. BRAINE, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

UNITED STATES STEAMER PEQUOT,
North Atlantic Squadron, off New Inlet, January 16, 1865.

SIR: Having been placed in charge of the first and second launches, with forty-one men and Acting Ensign Anthony Smalley, to assist in the attack on Fort Fisher, after reporting, in obedience to your orders, to Lieutenant

Commander Breese, by his orders I detailed Acting Ensign Smalley and eighteen men to join the skirmish lines with their shovels, which order was carried out by Mr. Smalley most nobly under a galling fire as he advanced from time to time to throw up a fresh line of earthworks, for the purpose of covering the soldiers in their advance on the enemy's works. Mr. Smalley carried the lines up to within about two hundred yards, from which line the final assault took place. I, with the rest of the men under my command, remained with the first column, of which we formed the right of the left centre, and advanced towards the fort from time to time as we received the order. About 3.25 p. m. the final charge took place, which carried us up to first line of the stockade, and while there I discovered Mr. Smalley with his command, accompanied by Mr. O'Brian; and as he was at the head of the column, I immediately advanced with the rest of our party and joined him, so that we were all together once more. After that we charged at a double-quick to within about 150 yards of the fort, when the enemy's fire became so severe that in spite of all that the officers could do, the men fell back and retreated down the beach in some disorder. An attempt was made to rally again, and partially succeeded, when an officer of the army, whose name I do not remember, told me that General Terry wished the sailors and marines to occupy the line of intrenchments that the army had occupied the previous night, and then communicate with General Payne on the left. I immediately sought Lieutenant Commander Breese and reported the same to him, and after we had picked up our wounded, one of whom we left at the hospital, as he was severely wounded, two others I had sent on board. Mr. Smalley had in the mean time returned twice to where our last charge took place, under a terrific fire, which was kept up by the enemy on our wounded men, and brought off John Riley, landsman, and on the second occasion, after an officer, Ensign Evans, of the Powhatan, that he saw there when he brought Riley off. Both of them were left at the hospital. We then repaired with our men to the Flag-pond battery and reported to Lieutenant Commander Breese, who ordered us to occupy a part of the work with our men until further orders. About 10.30 we received the news of the capture of the fort. I was ordered by Lieutenant Commander Breese to take part of my command and look after our dead and wounded and then return to our post. This morning took a detail of men to bury our dead, and when within about five hundred yards of the fort a tremendous explosion took place within the fort. I immediately pushed forward to assist, if necessary, in rescuing the wounded, but found on my arrival there that no one was needed, as the army had an ample force at hand. I then proceeded to where our dead lay, and buried William Cox, seaman, and James Connors, landsman, and then, in obedience to the orders of Lieutenant Commander Breese, returned on board. The two flags that I brought on board I picked up where our last charge ended

I feel that I ought not to close without bringing to your notice the cheerful and noble manner in which our men carried out the orders which were given.

I have to report the loss of both of our launches, which were driven on shore by the heavy surf that set in towards evening. The boat-keepers report that they were ordered to Flag pond battery, where I found them.

I am, very respectfully, your obedient servant,

GEORGE LAMB, *Acting Ensign.*

Lieutenant Commander D. L. BRAINE,
Commanding United States Steamer Pequot.

UNITED STATES STEAMER PEQUOT, NORTH ATLANTIC SQUADRON,
Off New Inlet, January 16, 1865.

SIR: Having been placed in charge of the first launch and a crew of nineteen men, with orders to report to Lieutenant Commander Breese to assist in the assault on Fort Fisher, I reported to him in obedience to your orders, and was directed to join my men with the skirmish line. After advancing a distance of about 500 yards and assisting in throwing up a line of breastworks, I was ordered by Lieutenant Preston to take my men and proceed on about 1,000 yards to join a squad of soldiers who were then at work intrenching. After completing this line of works it was occupied by the soldiers, and we again advanced to within about 200 yards of Fort Fisher, and again commenced intrenching. Shortly after the soldiers moved up and occupied this line preparatory to the assault. The work of these two lines was conducted under a severe fire from the enemy's sharpshooters.

At 3.25 p. m. the assault was made on the fort. I immediately formed my men and joined the advance column of the sailors and marines, then charged the enemy's works. We advanced at a double-quick under a very severe fire, and charged up to within about 100 yards of the fort. The enemy's fire then became so severe that, in spite of the efforts of the officers, the men fell back and retreated down the beach in some confusion. My boat's crew behaved splendidly; not one of them failed me, although always in the front, and during the hottest fire shouted to me that they would follow me anywhere. I received much assistance from Mr. O'Brian, captain's clerk of the United States steamer Keystone State, a passenger on board this vessel, who volunteered his services and was by my side during the entire day and night.

An attempt was made to rally again and partly succeeded, when orders were received to occupy Flag-pond battery, which we did, remaining there throughout the night. I have to report of my boat's crew, James Connors, ordinary seaman, killed; and George Hagan, coxswain, William Brown, ordinary seaman, and John Riley, landsman, wounded.

I am, sir, very respectfully, your obedient servant,

ANTHONY SMALLEY,
Acting Ensign U. S. Navy.

P. S.—I was much pleased with the conduct of Henry Snow, landsman, formerly a soldier in the rebel army. He worked hard with his shovel all the early part of the day, and, although greatly fatigued, was one of the first to reach the palisades fronting the fort.

A. SMALLEY, *Acting Ensign.*

Lieutenant Commander D. L. BRAINE,
Commanding U. S. Steamer Pequot.

Report of casualties.

UNITED STATES STEAMER PEQUOT,
Off Fort Fisher, January 16, 1865.

SIR: The following is the list of casualties on board the United States steamer Pequot, from an explosion of a 30-pounder Parrott rifle on January 14, 1865: Landsman George F. Hackney, killed; Ordinary Seaman John McDonald, slight wound in side; Landsman John Searing, slight wound in left leg.

In the attack on Fort Fisher, January 15, 1865, ashore: Landsman James Connors, killed; Seaman William Cox, killed; Landsman John Riley, severe wound in groin; William Brown, ordinary seaman, gunshot wound in the knee-joint; Seaman George Hagan, wounded in the hand, loss of finger.

Very respectfully, your obedient servant,

D. L. BRAINE, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

Report of Lieutenant Commander George E. Belknap.

UNITED STATES STEAMER CANONICUS,
Off Fort Fisher, N. C., January 17, 1865.

SIR: I have the honor to report, that during the actions of the 13th, 14th and 15th instant, which resulted in the capture of Fort Fisher, this ship engaged that work at a distance of seven hundred (700) yards, perhaps a little closer on the 15th, as the smoothness of the sea enabled me to go into shoaler water than on the preceding days, having at one time only a foot and a half of water to spare under our keel.

On the first day of the attack, the 13th, the enemy replied vigorously to our fire until late in the afternoon, when the heavier ships coming into line, soon drove them into their bomb-proofs. Soon after we had taken position it became evident that since the previous attack, a re-enforcement of experienced artillerists had been received in the fort, as its fire was much more accurate and spirited than before. They soon obtained our range and struck the ship frequently, while many shots fell close alongside. Upon one occasion two shots out of three, fired simultaneously, struck the side armor abreast the turret.

We count thirty-six (36) hits this day, and everything about the deck, not shot-proof, was badly cut up. Two men were knocked down and stunned at the guns by the impact of a ten-inch shot upon the turret. The flag was shot away twice and gallantry replaced by Quartermaster Daniel D. Stevens.

Not content with solid shot, the enemy fired shells occasionally, to burst over the turret, and now and then the bullet of a sharpshooter whistled over us.

On the second and third days the fire of the enemy was comparatively feeble and principally directed at the gunboats, and when the larger ships came into action, ceased altogether. An occasional musket-shot fell near us, and when the naval assaulting column was driven back, many of the bullets and grape-shot fired at our gallant fellows passed over us, some few striking the ship. Second Assistant Engineer John W. Saville received a severe wound in the left thigh from a grape-shot. At this time we also received a ten-inch shot on the side armor, fired from the water battery on the right of the sea-face of the fort.

Our fire was slow and deliberate, and every effort was made to dismount the enemy's guns, and though almost hidden by traverses, I am happy to say that we succeeded in dismounting two of them. Acting Ensign M. W. Weld knocked over a six-inch rifle on the second day, and the executive officer, Lieutenant R. S. McCook, disposed of a ten-inch columbiad on the third day of the action. I also saw a shell from the Monadnock dismount a gun, and a shot from the Mahopac knock the muzzle off from another.

We expended during the three days two hundred and ninety-seven (297) 15-inch shells.

I have to thank the officers and crew for the zeal and gallant spirit manifested throughout the fight, and for the cheerful manner in which they worked at night, taking on board ammunition after the arduous and exhausting work of the day.

I again desire to bring to your notice and that of the department the services of the executive officer, Lieutenant R. S. McCook, to whom I am indebted for the efficiency and readiness which enabled me at all times to be prompt in all movements required of the ship. Equally fortunate in the services of Chief Engineer D. B. Macomb, I beg leave to recommend him to your favorable consideration. The powder division was ably commanded by Acting Master D. S. Murphy, assisted by Acting Ensigns Seekins and Center. Acting Ensign M. W. Weld showed great aptitude in handling the guns under the supervision of the executive officer. Assistant Paymaster R. P. Lisle, acting as aid, merits my thanks for the intelligent manner in which he attended to the duties of signal officer. Acting Master and Pilot Edward A. Decker performed his duties with his accustomed coolness and discretion.

I enclose the executive officer's report of damages received, and have already forwarded the surgeon's report of casualties. I beg leave to congratulate you, admiral, upon the brilliant victory which has crowned your efforts at this point, and which is the more gratifying, as it proves conclusively that on a former memorable occasion the possession of the fort "would have been found an easier conquest than was supposed," had the attempt been made to occupy it.

I am, sir, very respectfully, your obedient servant,

GEORGE E. BELKNAP,
Lieutenant Commander, Commanding.

Rear-Admiral D. D. Porter,
Com'dg N. A. Squadron, Flag-Ship Malvern, off Fort Fisher, N. C.

United States Steamer Canonicus,
Off New Inlet, N. C., January 16, 1865.

Sir: I have the honor to report the following damages sustained by this vessel during the bombardment of Fort Fisher on the 13th, 14th and 15th instant:

Three shots on turret, doing no material damage; one shot on base ring of turret, knocking out four through bolts and loosening three others; one shot on side armor forward, cutting through all thickness of armor and penetrating the overhang to a depth of eight inches; five shots on side armor abreast of turret; one of these cut through all plates of armor, penetrated the overhang to the depth of a foot, and ripped up a deck plate for half its length; four of these shots struck close together, and have started the side armor nearly an inch from the overhang for a distance of six feet, besides breaking and spreading the plates, and starting a number of the bolts; one other shot on side armor abreast of smoke-stack; three shots on deck plating, doing no damage; seven shots through upper part of smoke-stack, and four on the armor; in addition, the stack was badly cut up by pieces of broken shot and fragments of shell; three smoke-stack guys shot away; a large hole knocked in turret rifle-guard by piece of side armor; compass shot away; one shot through ventilating pipe, and a hole knocked in it by a piece of shot; one guy shot away; one boat davit and two strong backs shot away;

the gig and 3d cutter shot to pieces; the 2d cutter has a large shot through her, but may be repaired; the forward and after flagstaffs shot away.

Very respectfully,

R. S. McCOOK,
Lieutenant and Executive Officer.

Lieut. Com. GEORGE E. BELKNAP,
Commanding United States Steamer Canonicus.

Report of casualties.

UNITED STATES STEAMER CANONICUS,
Off Wilmington, N. C., January 16, 1865.

SIR: I have the honor to report the following casualties which occurred on board this vessel during the three days' engagement with the rebel batteries at New inlet, near Wilmington, North Carolina:

Robert Snohig, seaman, contused wound of chest, caused by a fragment of shell which passed through the sight-hole into the turret; Thomas Thompson, seaman, contusion of left foot, caused by the recoil of a gun; J. W. Saville, 2d assistant engineer, contusion, with slight laceration of both thighs, caused by the passing of a grape-shot between the limbs.

The wounded are doing well, and will require no other treatment than can readily be practiced on board ship.

Very respectfully, &c.,

HORATIO U. BEAUMONT, U. S. N.,
Assistant Surgeon.

Lieut. Com. G. E. BELKNAP,
United States Navy, Commanding.

Report of Lieutenant Commander A. W. Weaver.

UNITED STATES IRON-CLAD MAHOPAC,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to make the following report of the part taken by this vessel in the actions against Fort Fisher of the 13th, 14th and 15th instant:

At 7 a. m., on the 13th, in obedience to order by signal, cleared ship for action and steamed in towards Fort Fisher; took our assigned position between the New Ironsides and the fort, and at 9.27 a. m. opened fire, using five-second fuzes and 35-pound charges of powder. At the second discharge of gun No. 1, (15 inch,) it burst four feet and three inches from the muzzle, killing none and doing no material damage to the turret. Continued the action with the remaining gun until 6.30 p. m. Expended fifty-six shell and fifty-six 35-pound charges.

At 11.20 a. m., on the 14th, opened fire on the fort, and continued until 6.15 p. m. Expended forty-six shell and forty-six 35-pound charges; weighed anchor and moved a short distance out.

At 7.15 a. m., on the 15th, weighed anchor and steamed in as near the fort as possible, and at 7.50 commenced action and continued firing until 3.30 p. m., when the signal was made to cease firing and storm the fort. Expended forty-one shell, ten coned shot, and fifty-one 35-pound charges. During the three days' actions this vessel was struck several times by the enemy's shot, but doing no material damage. In conclusion, it affords me

pleasure to state that every officer and man did his entire duty to my perfect satisfaction. It is, perhaps, worthy of note that no panic or disorganization took place at the time of the bursting of our immense gun, in a space so limited, and with so many men in its close proximity; for in a few moments afterwards everything was in order for the continuance of the engagement with our only remaining gun. Permit me, sir, to congratulate you upon the success so unlimited, which you have achieved with a worthy co-operation on the part of our army.

I am, sir, very respectfully, your obedient servant,

A. W. WEAVER, *Lieutenant Commander.*

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

Report of Lieutenant Commander T. O. Selfridge.

UNITED STATES STEAMER HURON,
Off Fort Fisher, January 17, 1865.

SIR: I have the honor to report, that having landed with the men of this vessel to join in the land attack upon Fort Fisher, I was detailed by Lieutenant Commander Breese to command the third column of attack, composed of detachments from the ships of the third and a portion of the fourth divisions, numbering about four hundred and fifty men. Lieutenant G. M. Bache commanded the right wing, Lieutenant Commander W. N. Allen the left wing.

I formed them in column and moved forward by the head of companies, until near our first rifle-pits, when the whole assaulting column was formed in flank along the beach, awaiting the signal of assault from the army. When this was given I moved my column forward on the double-quick, following close on to the second, and for about half a mile under an extremely heavy and withering fire of musketry and grape.

When we finally reached the palisades, I found the columns which had preceded me halted and lying down. Going to the front, an effort at this time was made to get the men to charge; but the fire was so heavy that the few who passed through the stockade were compelled to fall quickly back. At this moment an unexplained panic took place in the rear, which so quickly communicated itself to the whole that it became impossible to rally the men.

I remained near the fort till night, when I left with a few under cover of the darkness.

My column moved up with great gallantry, as by the time I got up the rebels had concentrated their whole fire upon us; and until we came to a halt all seemed to be moving well.

To Lieutenant Commander W. N. Allen and Lieutenant G. M. Bache, both wounded, I am much indebted for assistance in forming and maintaining the organization of the division.

I regret extremely that my entire unacquaintance with any of the officers or crews of my division renders it impossible for me to particularize the deserving, but until the panic all deserved praise, for none faltered.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron, Flag-Ship Malvern.

Report of casualties.

UNITED STATES STEAMER HURON, *January* 16, 1865.

SIR: In obedience to your order of this date, (by telegram,) I forward the following list of casualties to the crew of this vessel in the action of yesterday on shore, viz: William Seaman, seaman, left leg broken; James H. Donnelly, ordinary seaman, musket ball in neck; Michael Tinney, ordinary seaman, contusion of head; John Sullivan, ordinary seaman, shoulder dislocated; Thomas Walker, chief quartermaster, flesh wound, thigh.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Blockading Squadron.

UNITED STATES STEAMER HURON,
New Inlet, January 17, 1865.

SIR: I have to report that the Huron has expended about 300 rounds from the XI-inch pivot during the late engagement, and was struck four times. Under fore-channels, mainmast shot away, main shroud cut and through main rail. No casualties while under fire; five men wounded in the land assault.

My officers and men behaved, all of them, with great zeal and gallantry.

Very respectfully, your obedient servant,

THOMAS O. SELFRIDGE,
Lieutenant Commander.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of Lieutenant Commander M. Sicard.

UNITED STATES STEAMER SENECA,
New Inlet, N. C., January 17, 1865.

ADMIRAL: I beg leave to submit the following report of the part taken by this vessel and her crew in the operations of the 14th and 15th instant. The Seneca was stationed near beach, with the vessels engaged in bombarding the northeast face of Fort Fisher.

About noon of January 14, being ordered to go up outside of the ironclads, and to endeavor to destroy a portion of the stockade of the fort, I proceeded to my station, and anchoring (by signal) at ten-second range, opened fire on the stockade, and shortly after turned my fire upon the guns of the fort, (by signal.)

For the remainder of the 14, for two hours of the night, and until about 3 p. m. of the 15th instant, I continued to fire at the guns on the northeast parapet of Fisher. During this time the Seneca fired two hundred and twenty-two XI-inch shells and thirty 20-pounder rifle projectiles.

In the bombardment this vessel was struck by a rifle shot under the port fore chains, (a glancing shot,) and the rigging was slightly cut by pieces of shells fired by vessels outside of my position.

On the afternoon of the 15th instant I went on shore with two officers and twenty-six men detailed from this vessel to take part in the assault on the fort. My men formed with the second division (to which my vessel be-

longs) and advanced as far as the stockade, which runs from the eastern angle of Fisher towards the sea; there we were met by a severe fire. After a moment's pause we made an attempt to charge through a gap in the stockade, but the attempt failed, and at that moment, the centre of the line being exposed to a very severe fire, and being totally unprotected, (standing on an open beach,) retreated along the beach. My executive officer, myself, and two of my men having cover at the stockade, remained there with about fifty officers and men of the different divisions. Some other officers and men got cover behind sand-knolls not far from us. Being too few in number to attempt any offensive operation, we were obliged to remain in our position until nightfall, when we came down the beach and rejoined the rest of the landing party.

I then assisted Lieutenant Commander K. R. Breese in getting the sailors and marines into the intrenchments that covered the rear of the army. I remained there during the night, (with my executive officer and seven of my men,) and returned in the morning to my vessel.

My casualties in the affair were five men wounded, three of whom I sent north in the Quaker City.

I desire to express my sense of the coolness and conduct of Acting Master William H. Maies, (my executive officer.) He was with me in the advance, and behaved gallantly.

Acting Ensign Thomas Mason and the men of the Seneca are reported by Mr. Maies as having behaved very well indeed.

Chief Boatswain's Mate Othniel Tripp, who charged through the gap in the stockade, I would bring to your notice as, in my opinion, deserving of a medal.

I am, very respectfully, your obedient servant,

MONTGOMERY SICARD,

Lieut. Commander U. S. Navy, commanding U. S. Steamer Seneca.

Rear-Admiral David D. Porter,

Commanding North Atlantic Squadron.

Report of Lieutenant W. B. Cushing.

United States Steamer Monticello,

Off Wilmington, January 17, 1865.

Sir: I have the honor to report the part taken by this vessel in the actions of the 13th, 14th, and 15th instants, resulting in the capture of the harbor defences of Wilmington, the loss of foreign supplies to the rebels, and the ruin of those holding the Anglo-rebel loan.

On the 13th and 14th the Monticello assisted in guarding the troops in landing and advancing. On the 15th instant, by your order, I took position close in by the fort and shelled the rebel privateer Chickamauga and three transport steamers from their position in the river, thus preventing the landing of re-enforcements for the garrison. The ship's guns were then turned on the fort, and used with effect throughout the day.

At noon I landed with forty men from this vessel to take part in the naval assault on Fort Fisher. My men and those of Lieutenant Porter, of the Malvern, led the advance of the storming party. The marines did not clear the parapet of the fort, as anticipated; hence the assault failed. Our sailors were close under the walls, subjected to a very heavy fire, since the main body of the enemy had been drawn to that point to resist what they supposed to be the weight of the attack. We were forced to fall back with the loss of many of our best officers and men, but not before the army, through its own gallantry and our diversion in its favor, had effected a lodgement that secured subsequent success. Then finding myself apparently senior offi-

cer, I rallied as many sailors and marines as possible, and at night placed them in the trenches, as requested by General Terry, thus relieving some regiments that went to the front. In this I was greatly assisted by your son, Secretary Porter, and by Lieutenant Woodward, of the Minnesota. Acting Ensign Daniel W. Lakin, of this vessel, behaved gallantly, and rendered material aid. My loss during the day consisted of four killed and four wounded.

I am, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Com'dg N. A. Squadron, U. S. Steamer Flag-Ship Malvern.

Report of Lieutenant R. H. Lamson.

UNITED STATES STEAMER GETTYSBURG,
New Inlet, N. C., January 17, 1865.

SIR: I have the following report of the part taken by this vessel in the operations resulting in the capture of the forts at the mouth of the Cape Fear river:

On the 11th instant I left Beaufort, in obedience to your orders, and relieved Commander Rolando, off New inlet, where the fleet arrived during the night of the 12th, and sent a boat in on the bar to prevent the enemy from planting torpedoes during the night.

At daylight received an order to take position opposite Half-Moon battery, and sent all my boats, in obedience to signal, to assist in landing troops; which operation continued during the day and evening.

On the morning of the 14th I received orders to superintend the landing of General Terry's artillery, which was done under the direction of Lieutenant Farquhar and myself, without wetting a gun or cartridge.

On the morning of the 15th, as the fleet was going into action, the signal for the storming party to land was made, and running close in-shore, I landed with seventy (70) officers and men, and reported to Fleet Captain K. R. Breese.

As Captain Breese has, no doubt, reported to you the part taken by us in the assault, it is not necessary for me to speak of it, but I wish to bear testimony to the gallant personal efforts of Captain Breese to rally the men after they were checked by the withering fire from the fort, and to get the marines to open on the enemy's infantry, under cover of which fire we might have gained the parapet. Acting Ensigns Sands, Keith, Laighton, and Miller, of this vessel, behaved with great gallantry in trying to rally the men.

During the day Acting Master Charles B. Dahlgren, in charge of the Gettysburg, took a good position close in-shore, and used the guns with effect, and towed out the Pequot, temporarily disabled. A report of the killed and wounded of this vessel has already been forwarded.

I am, sir, very respectfully, your obedient servant,

R. H. LAMSON, *Lieutenant, Commanding.*

Rear-Admiral D. D. PORTER,
Com'dg N. A. Squadron, Flag-Ship Malvern, Cape Fear River.

Report of casualties.

UNITED STATES STEAMER GETTYSBURG,
January 16, 1865.

SIR: I have the honor to submit the following report of killed and wounded in the assault on Fort Fisher, of the 15th instant, and by the explosion of a magazine in the fort on the morning of the 16th instant.

The following were killed and wounded in the assault:

Michael Mulkeen, landsman, killed; William Skimmon, coal-heaver, killed; Lieutenant R. H. Lamson, commanding, wound of arm and shoulder; Hans Anderson, seaman, wound of hip and pelvis; Joseph Fisher, seaman, wound of head; Robert Trimmer, second-class fireman, wound of thigh; Alvah Scofield, landsman, wound of thigh; Lewis Y. Close, landsman, wound of head.

The following were killed by explosion of magazine:

R. H. Gillette, acting assistant paymaster; A. S. Laighton, acting ensign. John McCullum, first-class fireman, missing; probably killed. John Winkle, first-class fireman, missing; probably killed.

Respectfully, &c.,

G. S. EDDY,
A. A. Surgeon, U. S. S. Gettysburg.

Lieutenant R. H. LAMSON,
Commanding United States Steamer Gettysburg.

Forwarded.

R. H. LAMSON, *Lieutenant, Commanding.*

Report of Acting Volunteer Lieutenant Thomas C. Dunn.

UNITED STATES STEAMER MONTGOMERY,
Off New Inlet, January 17, 1865.

SIR: I have the honor to make the following report of the part taken by this ship in the action of the 15th instant with Fort Fisher and the surrounding batteries:

At 9.45 a. m., being in line with the third division, in obedience to signal from the flag-ship, sent three boats in charge of Acting Master W. N. Wells, with Acting Ensign Robert Wiley and Acting Master's Mate C. H. Neill, with thirty-four men, to take part in the assault of Fort Fisher.

At 12 m., signal being made to the third division to advance to the attack, moved in to my assigned position in line of battle and anchored bow and stern in four fathoms water, with the Mound fort bearing NW. about 1,800 yards distant, at the same time opening fire from my starboard battery on the Mound and the adjoining water batteries, they responding for a time very warmly.

At 3.10 p. m. ceased fire in obedience to signal, our forces on shore being in the act of advancing to the assault. At 3.50 resumed fire at the Mound fort. At 4.30, having expended all the ten-second fuzes on board, and finding my five-second fuzes were bursting short, I got the ship under way and steamed in to the edge of the bar, where I anchored in three fathoms water and resumed fire, just reaching the batteries with the five-second fuzes.

At 8.30 p. m. ceased firing, having expended 158 ten-inch shells, 230 eight-inch, and 192 30-pounder Parrott shells.

No casualties occurred on board the ship during the action; but of those who took part in the assault of Fort Fisher, I regret to have to report Act-

i ng Ensign Robert Wiley and one man killed, and four others severely and one slightly wounded.

Very respectfully, your obedient servant,

THOMAS C. DUNN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER MONTGOMERY,
Off New Inlet, N. C., January 16, 1865.

SIR: I have to report the casualties in this ship's company as follows:

Killed.—Robert Wiley, acting ensign; Robert B. Harlow, second-class fireman.

Wounded.—John Graham, landsman, leg; Alonzo Gildersleeve, landsman, legs; Francis Dugan, quartermaster, wrist; Charles Brogan, second-class fireman, badly wounded in neck and breast.

The above casualties occurred during the assault of yesterday.

Very respectfully, your obedient servant,

THOMAS C. DUNN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

Report of Acting Volunteer Lieutenant F. M. Green.

UNITED STATES STEAMER TRISTRAM SHANDY,
Off Wilmington, N. C., January 17, 1865.

SIR: I have the honor to report, that, in obedience to Special Order No. 10, after assisting in landing the troops on the morning of the 13th of January, the boats of this vessel, after reporting to Lieutenant Commander John H. Upshur, proceeded to assist in landing stores and provisions from the army transports. On the 15th instant, one boat from this vessel with two officers and twenty men, all volunteers, were sent to assist in the assault on Fort Fisher. On the afternoon of the 15th instant an attack was made by the rebels upon our pickets immediately abreast of this ship. Fire was opened from this vessel, as well as from the other gunboats in the vicinity, but the attack was of very short duration.

I enclose a list of casualties among officers and men of this vessel in the assault on Fort Fisher.

Very respectfully, your obedient servant,

F. M. GREEN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Report of casualties.

UNITED STATES STEAMER TRISTRAM SHANDY,
Off Wilmington, N. C., January 16, 1865.

SIR: I have the honor to report the following casualties as occurring during the assault upon Fort Fisher yesterday:

Acting Ensign Ben. Wood, slightly wounded in right arm and right thigh. Edward Williams, coal-heaver, severely wounded in the leg; taken on board United States steamer Nansemond. M. J. Donovan, landsman, missing.

Very respectfully, your obedient servant,

F. M. GREEN,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral D. D. Porter, U. S. N.,
Commanding North Atlantic Squadron, Flag-Ship Malvern.

Report of Acting Volunteer Lieutenant J. McDiarmid.

United States Steamer Governor Buckingham,
Off New Inlet, N. C., January 26, 1865.

Sir: I have the honor to report that the boats of this vessel were employed in landing troops, provisions, intrenching tools, ammunition, &c., on the 13th, 14th, and 15th instant. On the 16th and 17th instant they were employed in carrying wounded to the transports. On the 15th instant shelled the woods by Half-Moon battery, in obedience to orders from Lieutenant Commander Ralph Chandler.

Very respectfully, your obedient servant,

JOHN McDIARMID,
Acting Volunteer Lieutenant, Commanding.

Rear-Admiral David D. Porter,
Commanding North Atlantic Squadron.

Forwarded.

B. F. SANDS,
Captain, Senior Officer present.

Report of Acting Ensign George H. Wood.

United States Steamer Chippewa,
Cape Fear River, N. C, January, 1865.

Sir: I have the honor to report, that, in obedience to your order of the 15th instant, at 9 a. m., I, in charge of the launch, with a crew of fifteen men, armed with cutlasses and revolvers, proceeded to the flag-ship Malvern to report for duty, as part of the storming party; but if I found all the boats going ashore, to follow them, which I did, and landed through the surf safely, leaving two men in charge of the launch as boat-keepers. Soon after Acting Ensign William H. De Grosse, from this vessel, landed in charge of the first cutter and seven men, armed. We left no boat-keepers with the cutter, but hauled her upon the beach and organized our men (twenty in number) and joined the third division, under command of ———, and by 1.30 p. m. we were drawn up in line of battle, the third division in the rear. It was then that Rear-Admiral Porter's orders were read to us, and, as near as I can remember, it was 3 p. m. when we made our advance. While marching up the beach, our line being changed into columns, the marines passed us next to the water, on the double-quick, going towards Fort Fisher. The enemy's bullets began to pick off our men, and the order was given for us to lie down, and I think that some of our men were wounded then. Soon after the order was given to advance, and we started on the double-quick and advanced, to the best of my knowledge, within eight hundred yards of Fort Fisher, when the order was again given to halt, and we got under cover as much as possible. This was what the

men needed, for we were out of breath. Soon after the order was again given to charge, and, with revolvers in one hand and cutlasses in the other, we made the charge, the Chippewa men keeping in good order, Mr. De Grosse on the left and myself on the right. It was near the stockade that our ranks were thinned so badly. I saw that the men began to waver, and that there were but few men ahead of our little party, when I turned to urge my men on—William McGill was close to me, bearing our flag bravely, and Mr. De Grosse a little in the rear, with his sword waving high in the air, shouting to the men to come on. Here is where our lines were broken, and I wondered where our men were, but still kept going on parallel with the stockades, which are built from the beach up to the fort. There was an opening in the stockades, which we made for, and it is here I passed Lieutenant Commander James Parker in this opening, shouting for the men to come on. When I passed through this opening there were five men ahead of me, William McGill, Richard Gallagher, John Wilson, and two other men, (not of our ship.) I wish I knew the brave fellows' names ; one of them was shot. It was here that I heard voices saying " they are retreating," and turning around saw the marines and blue jackets on the retreat, and then came out of this opening and went about fifty feet up the other side of the stockade ; and when I saw no one following me I retreated to get behind a pile of sand which was thrown up at the opening in the stockades. The stockades were about twelve feet high, and were on a line up from the beach in this form ———, and it was through this opening we tried to enter ; but it was too hot. The parapets of the fort seemed to be lined with men, and one rebel officer stood up there clapping his hands, singing out to his men to kill the Yankee ——— ———. Our sailors had but few rifles with them, and we could not return the fire even one shot for one hundred. I was completely exhausted, for we had made a long charge. I crawled in back of the stockade, and there I found about sixty officers and men throwing up sand against the stockade for protection. I joined the number, and commenced throwing up sand also, and it seemed that for every handful of sand thrown up there were ten bullets came. I found four of the Chippewa's men, Hubert Peters, James Kelly, Thomas McNeil, and Richard Gallagher. I have since learned that John Wilson was there, but down at the end of the stockade, with Lieutenant R. K. Lamson, who lay there wounded in the arm. When dark set in we retreated down the beach, one by one, and with my four men we picked up a wounded sailor, bringing him down the beach with us to the hospital, which was about half way from the Half Moon battery to Fort Fisher. Leaving the hospital, I fell in with three or four more of my men, and falling in with one of our commanding officers, I was ordered to take my men and go down to army headquarters, which I did, and there found Mr. De Grosse, who told me of our loss and informed me that he had sent all our wounded men off to the shipping, who were Andrew Robinson, William Sullivan, Otto Nemetz, and Thomas Williams.

At the conclusion, sir, I cannot help speaking of Acting Ensign De Grosse, who did all in his power to rally the men and urge them on. If he had been placed at the head, I presume that nothing but a bullet would have stopped him, short of the parapets of the fort. And also mention with the before-mentioned names, Thomas H. Goldey, (landsman,) William Wilson, (captain of fore,) and Anthony Barnes, (landsman.)

I am sorry to say that we lost four men by the explosion which took place shortly after daylight, viz.: Hubert Peters, master-at-arms ; James Kelly, seaman ; William Jones, seaman ; and John Welsh, ordinary seaman.

I am, sir, very respectfully, your obedient servant,

GEORGE H. WOOD, *Acting Ensign.*

Lieut. Com. EDW. E. POTTER,
Commanding United States Steamer Chippewa.

Despatch of Rear-Admiral D. D. Porter, commending officers, &c.

NORTH ATLANTIC SQUADRON,
U. S. Flag-Ship Malvern, Cape Fear River, January 28, 1865.

SIR: After such an engagement and success as this fleet has met with, I think it due to the officers engaged to mention those particularly who, in my opinion, deserve the commendation of the department or merit promotion. I did not think it well to mention these matters in my late official despatch, as such reports seldom or ever give satisfaction to officers or their friends, and give rise more often to heart-burnings and jealousies, which it s desirable to avoid on an occasion like this. It is no easy matter for a commander-in-chief to do full justice to all concerned, but I will endeavor to do so to the best of my ability, without partiality to any one beyond what I must naturally feel towards those who have given me their warmest support on this occasion. I trust I need not remind the department that our success here has, in material and facts, been greater than on any other occasion during this war. I trust that some promotions will grow out of this, if only to show the officers that there is reward in store for those who do the fighting. First and foremost on the list of commodores is Commodore H. K. Thatcher. Full of honest zeal and patriotism, his vessel was always ready for action, and when he did go into it his ship was handled with admirable skill; no vessel in the squadron was so much cut up as the Colorado; for some reason the rebels selected her for a target. I believe Commodore Thatcher would have fought his ship until she went to the bottom, and went into the fight with a full determination to conquer or die. There is no reward too great for this gallant officer; he has shown the kind of ability naval leaders should possess, a love of fighting and an invincible courage. Commodore Joseph Lanman, commanding the Minnesota, was selected to lead the line, his vessel being the slowest and least manageable; consequently he led into action, except on an occasion when the Colorado took his place. I was much pleased with the manner in which he handled his ship and fired throughout the action, the whole affair on his part being conducted with admirable judgment and coolness. I recommend him to the consideration of the department as one on whom they can place the utmost reliance, place him in any position. Commodore S. W. Godon, commanding the Susquehanna, is an unusually intelligent officer, and who does not need to be told a second time where to go in time of action. This is the second important affair in which he has been engaged during this war, in both of which he has acquitted himself in the most handsome manner. His ship was beautifully handled, and impressed me with her good discipline and accurate firing. To me personally he has given his warmest support, and I should fail in my duty if I did not give him the full credit he deserves. His conduct throughout this harassing affair has met my warmest approbation, and I think he is one of those who merit promotion when the government thinks proper to reward those who have borne the brunt of the battle.

Commodore Jas. F. Schenck and his vessel, the Powhatan, have came up to my expectations in every respect. This officer in battle has shown himself worthy to command so fine a ship. He performed his duty most faithfully, and I am proud not only to have had him under my command, but to see him reinstated in the position to which he has done so much credit. He deserves all I can say of him, and is worthy of promotion.

Commodore William Radford, in command of that noble ship the Ironsides, and also in command of the division of monitors, gained my warmest admiration by his conduct throughout this affair. He has shown abilities of a

very high character, not only in fighting and manœuvring his vessel, but in taking care of his division. Ready at all times for battle, and eager to go into the fight alone, he performed admirably when his guns were brought to bear on the enemy. His vessel did more execution than any vessel in the fleet; and even when our troops were on the parapet I had so much confidence in the accuracy of his fire that he was directed to fire on the traverses in advance of our troops and clear them out. This he did most effectually, and but for this, victory might not have been ours. Having broken his rudder in a heavy gale, he rigged up a temporary one under adverse circumstances, and had his ship ready as soon as the rest. He seemed never to tire of fighting, and for three days laid within 1,000 yards of Fort Fisher without moving his anchor, and made the rebels feel that we came there to stay. Under all and every circumstance Commodore Radford has acquired an enviable reputation, and is deserving of the greatest promotion that can be given him.

Captain James Alden, commanding the Brooklyn, has been near me, and at times associated with me during this war. He had already done enough to deserve promotion before the commencement of operations before Fort Fisher; but if the matter was at any time doubtful, he has certainly earned promotion now. Always leading heretofore, or assisting with all his energies, he has been engaged in all the successful attacks on forts. His aid to me on this late occasion has been very valuable. Always intelligent and energetic, he never had to be told to get ready; he always kept ready; he anticipated, which is a quality very desirable in an officer, and without which he cannot be expected to be very useful. His vessel was always in the right place and at the right time, and when his batteries opened no frigate could do more execution. I have spoken before of the high qualities of this officer. I consider him able and worthy to fill the highest rank, and I know that the government has no one in its navy more full of energy, zeal, or intelligence in his profession. I shall feel much disappointed if Captain Alden is not promoted to a rank he has won more than once during this rebellion. I am sure the department will appreciate all I have said of this gallant officer. His record speaks for him.

Captain Melancton Smith, on the Wabash, has performed his duty well. He has also made a good record at the department, and has been actively engaged in fighting since the rebellion first broke out. His old ship has done good service here; and if he had done nothing more than assist as he has done in the capture of this place, he deserves promotion, which I hereby recommend.

I also recommend Captain Charles Steedman, commanding Ticonderoga, and Captain D. B. Ridgely, commanding Shenandoah. Though commanding smaller vessels than the others, and less effective in their fire, they did the best they could. This is the second important affair Captain Steedman has been in, and Captain Ridgely has been very energetic during the war against blockade runners. I recommend them both for promotion.

Lieutenant Commander K. R. Breese, my fleet captain, has been with me nearly all the time since the rebellion broke out. In command of a division of the mortar fleet which opened the way to New Orleans, he made his first record there. In the Mississippi with me for two years, engaged in harassing and dangerous duties, he always acquitted himself to my satisfaction. In charge of the mortars at the siege of Vicksburg, he helped to hasten the surrender of that stronghold. At Fort Fisher he led the boarders in the assault, and though we were not successful in getting into the work in the face of equal numbers, yet that assault gained the day, as is generally admitted on every side. Our troops obtained a footing without much resistance, and then nobly maintained what they had won. Lieutenant Commander

Breese did all he could to rally his men, and made two or three unsuccessful attempts to regain the parapet; but the marines having failed in their duty to support the gallant officers and sailors who took the lead, he had to retire to a place of safety. He did not, however, leave the ground, but remained under the parapet in a rifle-pit, using a musket, until night favored his escape. He is a clever, gallant officer, and I strongly recommend his immediate promotion to a commander.

I also recommend the promotion of Lieutenant Commander H. A. Adams, jr., without whose services we should have been brought to a stand-still more than once. He volunteered for anything and everything.

The following officers, who volunteered to lead their men in the assault on Fort Fisher, deserve particular notice. These officers volunteered for the service, and undertook what was considered by the regular army the forlorn hope of the assault. Nowhere in the annals of war have officers and sailors undertaken so desperate a service, and one which was deemed impossible by a former general and an engineer having a high reputation in the service. Twenty-one officers were killed and wounded in this service, and twenty officers and sixty men were kept for four hours under fire from the enemy's sharpshooters, not being able to escape until night set in. The courage of these officers deserves the highest reward. Their efforts, though unsuccessful, gained the day, as the enemy considered this the main attack and brought superior numbers from a superior position to bear on it. The names of some of these officers will be found on record on the files of the department, among which those of Lieutenant Commander T. O. Selfridge and Lieutenant Geo. M. Bache will be found most conspicuous. I recommend that Lieutenant Commander James A. Parker, Lieutenant Commander T. O. Selfridge, Lieutenant Commander C. H. Cushman, Lieutenant R. H. Lamson, and Lieutenant Geo. M. Bache, be promoted. The three latter were severely wounded. Though the marines did not do their duty, Captain L. L. Dawson, Captain George Butler, and Second Lieutenants William Wallace, Charles F. Williams, and Louis E. Fagan were found in the front and fought gallantly. I recommend them to the favorable notice of the department.

To Captain O. H. Glisson, commanding Santiago de Cuba, I am particularly indebted for his zeal in covering the troops, landing guns, and taking his division into action, and to Captain B. F. Sands, commanding the Fort Jackson, for performing the different duties he was called on to perform. I recommend them both for promotion.

I refer to Captain Glisson's report in relation to the commanding officers in his division.

I also recommend to the department Lieutenant Commander T. S. Phelps, in command of the Juniata.

Lieutenant Commander J. H. Upshur, in the A. D. Vance, had charge of the reserves, and was employed night and day in landing army stores and guns, and covering the troops from the rebels outside of our lines. His guns did good execution, and though his duties prevented him from participating in the attack on the forts, I cannot withhold his name, and recommend him for advancement.

I recommend that Commander E. G. Parrott, commanding the Monadnock, Commander E. R. Colhoun, commanding the Saugus, Lieutenant Commander A. W. Weaver, commanding the Mahopac, and Lieutenant Commander Geo. E. Belknap, be promoted. These officers have given a world-renowned name to the monitors, and have shown what they were capable of performing when properly placed and managed. They had the hardest part of the work, and there is no end to their energy, bravery, and untiring zeal.

I can draw no distinction between the following officers, whom I recommend for promotion. They were under fire most all the time, and at close quarters, and cooly performed what was required of them:

Lieutenant Commander W. T. Truxtun, commanding the Tacony; Lieutenant Commander P. G. Watmough, commanding the Kansas; Lieutenant Commander F. M. Ramsay, commanding the Unadilla; Lieutenant Commander D. L. Braine, commanding the Pequot; Lieutenant Commander Ralph Chandler, commanding the Maumee; Lieutenant Commander M. Sicard, commanding the Seneca; Commander J. H. Spotts, commanding the Pawtuxet; Lieutenant Commander W. G. Temple, commanding the Pontoosuc; Lieutenant Commander T. C. Harris, commanding the Yantic; Commander J. C. Howell, commanding the Nereus; Commander D. Ammen, commanding the Mohican; Commander J. C. Beaumont, commanding the Mackinaw; Commander J. M. B. Clitz, commanding the Osceola; Lieutenant Commander J L. Davis, commanding the Sassacus; Lieutenant Commander E. E. Potter, commanding the Chippewa; Lieutenant W. B. Cushing, commanding the Monticello; Commander S. D. Trenchard, commanding the Rhode Island; Acting Volunteer Lieutenant A. R. Langthorne, commanding the Alabama; Acting Volunteer Lieutenant T. C. Dunn, commanding the Montgomery. I also recommend for promotion Acting Master S. P. Crafts, commanding the Little Ada; Acting Master J. H. Porter, commanding the Nansemond; Acting Master E. Keyser, commanding the Eolus, for gallant conduct throughout the action; also Acting Volunteer John McDiarmid, commanding the Governor Buckingham. I must refer you to the reports of different commanders for recommendations of those under their command, as it would be impossible for me to know anything in relation to them. When it is remembered that the surrender of the defences of Cape Fear river is one of the most, if not the most, important event of the war, in which the largest stronghold of the enemy was captured under adverse circumstances, the justice of promotion will be seen. Its importance will be soon felt in the fall of Richmond, to which it is as necessary now as the main artery is to the human system. I trust the department will be liberal in its promotions. This is almost a naval affair entirely, for the idea originated in the Navy Department, and until the reputation of the army became in danger of being reflected upon we met from that branch of the service little or no encouragement. Few promotions have taken place during this war, and it would be gratifying to the friends of all concerned to see the advancement of those who have worked so patiently for three years, and have made so handsome a "denouement." I have heard a matter freely discussed among the officers, to which I beg leave to draw the attention of the department. A distribution of medals to officers would be a most popular thing. This is so common a thing among modern nations, and so universally accepted as a reward for eminent services among officers and men, that I recommend its adoption in our naval service. Any one who has seen the pride with which sailors wear the medals bestowed upon them for gallant conduct can readily imagine how grateful it would be to officers. Trifling as such a mere bauble may be in intrinsic value, yet the history of war tells how valuable they are as inducements to perform gallant deeds. I trust the department will not think me presuming in recommending what no doubt they already intend to adopt.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Complimentary letter of Rear-Admiral Porter in regard to General Terry.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Smithville, N. C., January 20, 1865.

SIR: I have been so much pleased with General Terry, and the manner in which he has conducted his part of the operations here, that I deem it worthy of a special despatch to express what I feel.

General Terry is, no doubt, well known to his associates in the field, who have served with him, and to the lieutenant general who selected him for the service, but the American people should know and feel the very great service he has rendered them by his most admirable assault on these tremendous works. Young, brave, and unassuming, he bears his success with the modesty of a true soldier, and is willing to give credit to those who shared with him the perils of the assault. No one could form the slightest conception of these works, their magnitude, strength, and extent, who had not seen them, and General Whiting (the founder) must have had an abiding faith in the durability of the confederacy when he expended so many years' labor on them.

The result of the fall of Fort Fisher was the fall of all the surrounding works in and near this place—Fort Caswell, a large work at the West inlet, mounting twenty-nine guns, all the works on Smith's island, the works between Caswell and Smithville up to battery on Reeves's Point, on west side of the river—in all one hundred and sixty-nine guns falling into our hands; two steamers were burnt or blown up, and there never was so clean a scoop made anywhere.

A timid man would have hesitated to attack these works by assault, no matter what assistance he may have had from other quarters, but General Terry never for an instant hesitated; and though I feel somewhat flattered at the confidence he reposed in my judgment, I am quite ready to believe that he acted on his own ideas of what was proper to be done in the matter, and was perfectly qualified to judge without the advice of any one.

Throughout this affair his conduct has been marked by the greatest desire to be successful, not for the sake of personal considerations, but for the cause in which we are all alike engaged.

I don't know that I ever met an officer who so completely gained my esteem and admiration.

I have the honor to be, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Additional report of Fleet Captain K. R. Breese.

FLAG-SHIP MALVERN, CAPE FEAR RIVER,
January 28, 1865.

ADMIRAL: In my report of the assault of Fort Fisher I did not mention the fact of Lieutenant Commander Cushman being wounded, as he made so light of the affair, and did not wish to be included among those mentioned as such. Since I have learned that Lieutenant Commander Cushman's wound was more severe than I had even thought, and I think it but right that I should mention that though in this condition, and very much fatigued from his efforts of the day, being relieved by darkness from the fire of the fort, he

collected together the men of his column and posted them in the lines occupied by us that night, requiring a great exertion and constant movement until two a. m. the following morning.

I also would wish to bring to your notice the conduct of a young lad of the Wabash named Myers, who three several times left a good protection from the fire of the enemy and went to the assistance of wounded men, and under fire carried them to the friendly shelter of his hole in the sand, and this within a hundred yards of Fort Fisher. I had hoped to obtain the name of a very brave and gallant officer of the Vanderbilt who led their assaulting party, but have been unable to do so. This officer was conspicuous for his gallantry, and most richly deserves special mention.

I would also wish to say that Acting Lieutenant Commander Danels, of the Vanderbilt, suffering from ill health and unable to keep up with the assaulting party, rendered much valuable assistance in rallying the men and in caring for the wounded. I regret that my personal acquaintance with the many brave officers and men around me on that day was so slight that I could not even recognize to what ships they belonged, except in the instances named, and that, necessarily, I have failed to mention particularly some who, I saw, behaved splendidly, and have trusted to the commanding officers of columns to name others. I wish also to bear witness to the handsome manner in which Lieutenant Fagan, of the marine corps, did his duty with his sharpshooters, and to the gallantry he exhibited in advancing his men so close to the enemy's works. An additional regret I feel in the loss of Flag-Lieutenant Preston, who could so much better have done justice, that it devolves upon me to mention how well the officers and men behaved engaged in digging rifle-pits, and of the bravery evinced by many of them in advancing under a perfectly exposed fire to within 300 yards of the fort, and digging their pits under the fire. A number were killed and wounded in the undertaking. Although these men had been hard at work all day, and were told by Lieutenant Preston that they were not expected to join in the assault, I know of scarcely any who had arms that did not join it.

Very respectfully, your obedient servant,

K. R. BREESE, *Fleet Captain.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Despatch of Rear-Admiral D. D. Porter, transmitting report of Fleet Captain K. R. Breese, in regard to the deaths of Lieutenants Porter and Preston.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 1, 1865.

SIR: I enclose a communication from my fleet captain, Lieutenant Commander K. R. Breese, in relation to the lamented Lieutenants Preston and Porter, who fell together before the walls of Fort Fisher, and while trying to plant the Union colors on the enemy's ramparts. No eulogy passed upon these two gallant men could do them full justice. To me they had both endeared themselves by their noble qualities, and in their deaths I feel as if I had lost two members of my own family. Their names and gallant deeds will long be remembered by their associates in arms, and the memory of their heroic gallantry will inspire future heroes to emulate their conduct. The officers of the squadron propose to erect a monument at Annapolis to the memory of the gallant dead, but their memories will live in history long after the stone that records their deeds has crumbled into dust. I must not

omit to pay a just tribute to the memory of the noble Assistant Surgeon William Longshaw, who was shot dead near the enemy's works while engaged in an act of mercy, binding up the wounds of a sailor; and of the gallant Acting Assistant Surgeon John Blackmer, who fell and died in the same way. Nor must I omit the name of Acting Ensign Robert Wiley, who died fighting manfully and endeavoring to reach the enemy's parapets. They all died like heroes, and the nation is as much bound to mourn their loss as those who have held higher positions.

They are all regretted deeply here, and their names will be forever associated with one of the most gallant attacks ever made on a powerful fortress.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Fleet Captain K. R. Breese.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, January 18, 1865.

ADMIRAL: In my report of the assault on Fort Fisher I have scarcely mentioned the names and services of Lieutenant S. W. Preston, your flag-lieutenant, and Lieutenant B. H. Porter, your flag-captain, thinking that by a little delay I might the more do justice, yet I seem to feel that impossible in me. Preston, after accomplishing most splendidly the work assigned him by you, which was both dangerous and laborious, under constant fire, came to me, as my aid, for orders, showing no flagging of spirit or body, and returning from the rear, whither he had been sent, fell among the foremost at the front, as he had lived the thorough embodiment of a United States naval officer. Porter, conspicuous by his figure and uniform, as well as by his great gallantry, claimed the right to lead the headmost column with the Malvern's men he had taken with him, carrying your flag, and fell at its very head. Two more noble spirits the world never saw, nor had the navy ever two more intrepid men. Young, talented, and handsome, the bravest of the brave, pure in their lives, surely their names deserve something more than a a passing mention, and are worthy to be handed down to posterity with the greatest and best of naval heroes.

Were you not so well acquainted with their characters I should deem it my duty to speak of their high merits; but, as chief of your staff, to which they belonged, I must speak of their wonderful singleness of purpose to do their whole duty; always most cheerful and willing, desirous of undertaking anything which might redound to the credit of the service; giving me at all times the most ready assistance in my duties; combining with their intelligence a ready perception as to the best mode of accomplishing their orders, the country has lost two such servants as could illy be spared, and your staff its brightest ornaments.

Very respectfully, your obedient servant,

K. R. BREESE,
Fleet Captain, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Com'dg North Atlantic Squadron.

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DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
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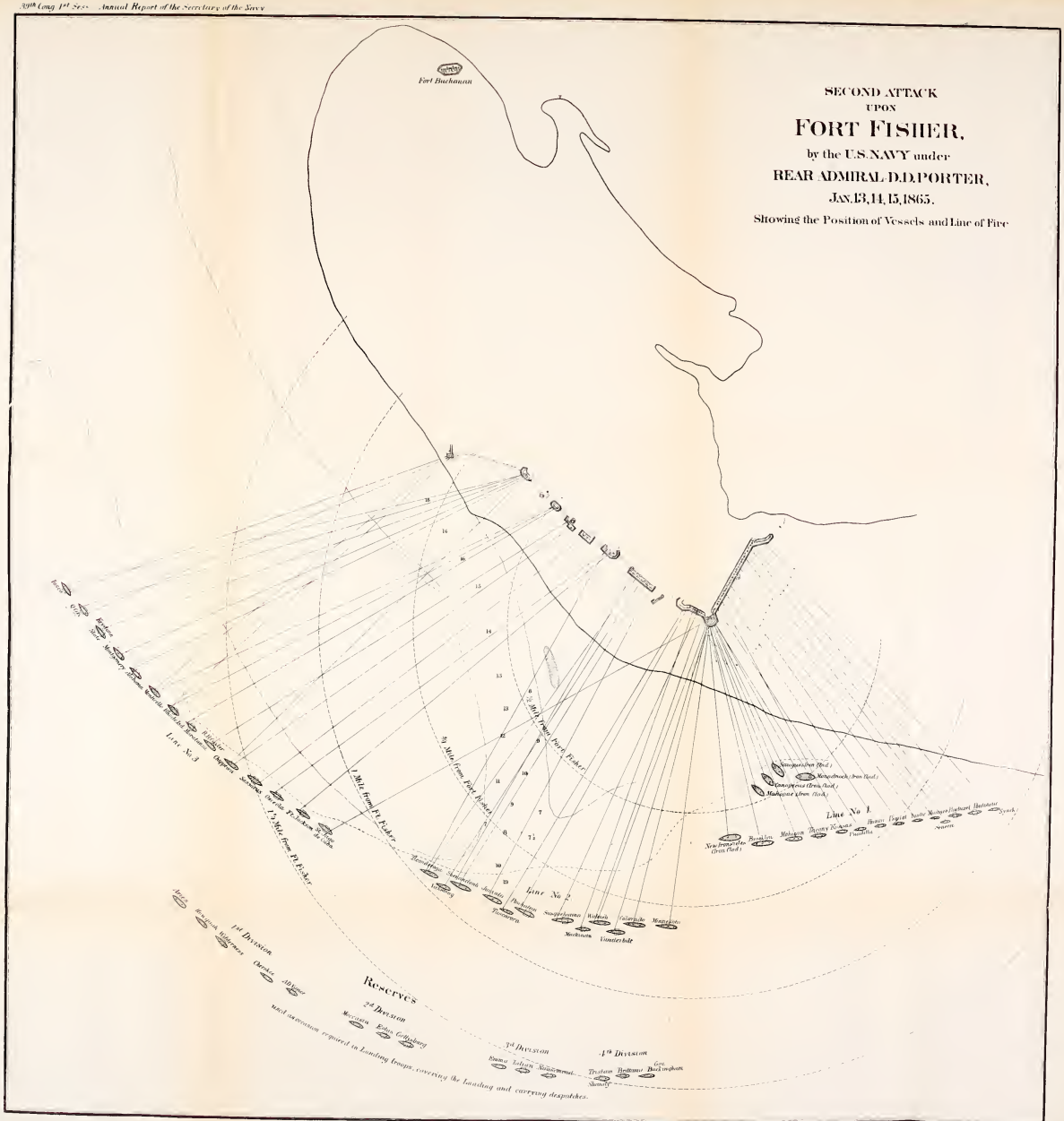
Very respectfully, your obedient servant,

K. R. BREESE,
Fleet Captain, North Atlantic Squadron.

Rear-Admiral DAVID D. PORTER,
Com'dg North Atlantic Squadron.


SECOND ATTACK
UPON
FORT FISHER,
by the U.S. NAVY under
REAR ADMIRAL D.D. PORTER,
JAN. 13, 14, 15, 1865.
Showing the Position of Vessels and Line of Fire
Fort Buchanan
Line No 3
Line No 2
Line No 1
1 Mile from Ft Fisher
1½ Mile from Ft Fisher
2 Miles from Ft Fisher
2½ Miles from Fort Fisher
3 Miles from Fort Fisher
1st Division
2d Division
3d Division
4th Division
Reserves
Much ammunition required in Landing troops, covering the landing and carrying despatches.

PART OF FEDERAL POINT

ENTRANCE TO CAPE FEAR RIVER.

SKETCH

SHOWING LINE OF REBEL FORTIFICATIONS

CAPTURED BY

THE COMBINED NAVAL AND MILITARY FORCES

UNDER COMMAND OF

REAR ADMIRAL D.D. PORTER, U.S.N.

AND

MAJOR GENERAL TERRY, U.S.A.

JANUARY 15TH 1865.

SCALE 1/2500

YARDS.

0 25 50 100 200 300 400 500 600 700

Fort Fisher
21 guns

Dismounted
Dismounted
Disabled
Disabled
Disabled
Disabled
Disabled
Disabled
Disabled
Disabled
Disabled
Disabled
Disabled
6 in Rifle
8 in Rifle

Mortar guarding Sally Port

Flagstaff

Right of Centre traverse above Quarter 43 Ft

Battery No 6.

Battery No 7.
4 X 10 in Columbiad

Battery No 5
17 in. Parrott Rifle

Battery No 4
6 Eight. Armstrong

Battery No 3
2 X 8 in Columbiad

Battery No 2
17 in. Parrott Rifle

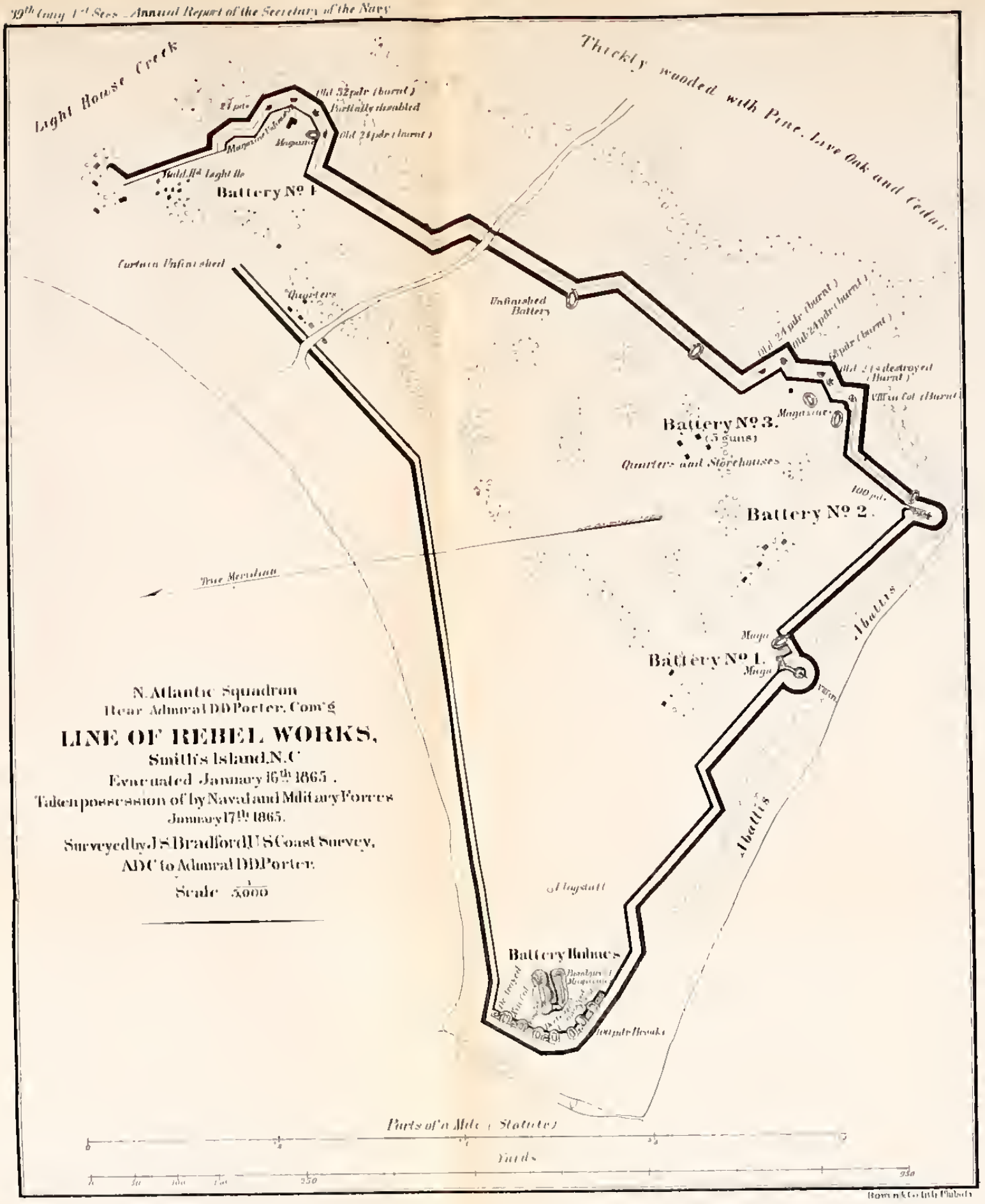
Battery No 1
3 X 8 in Columbiad
1 X 10 in Columbiad

Torpedo Mined

No 2 of Operator

Mound 52 ft. 9 in. high
1- X 10 in Columbiad
1- 150 pdr Rifle

Drawn R.C. in 15th Phila



N. Atlantic Squadron
Rear Admiral D.D. Porter, Com'g

LINE OF REBEL WORKS,

Smith's Island, N.C.

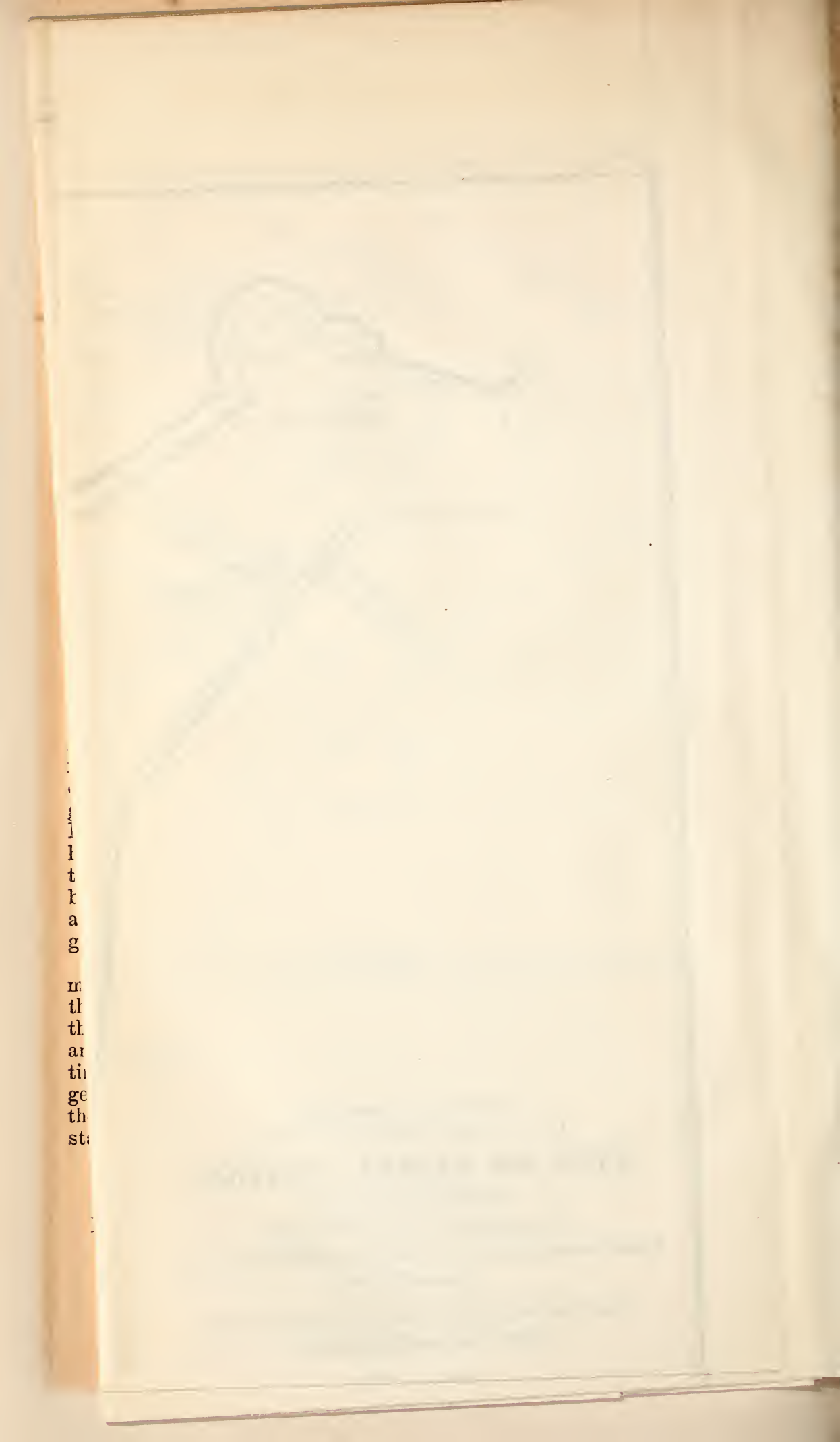
Evacuated January 16th 1865.

Taken possession of by Naval and Military Forces
January 17th 1865.

Surveyed by J.S. Bradford U.S. Coast Survey,
A.D.C. to Admiral D.D. Porter.

Scale $\frac{1}{5000}$

Bowen & Co. lith. Philada.



Despatch of Rear-Admiral D. D Porter transmitting plan of attack on Fort Fisher and plans of Forts Fisher and Caswell.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 14, 1865.

SIR: I send by Mr. Bradford, of the Coast Survey, who goes to Washington, the plan of the attack on Fort Fisher, and also the plans of Forts Fisher and Caswell.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

OPERATIONS NEAR WILMINGTON SUBSEQUENT TO THE CAPTURE OF FORT FISHER, &c.

SURRENDER OF SMITHVILLE, N. C.—ABANDONMENT OF FORT CASWELL.—CAPTURE OF THE STAG AND CHARLOTTE.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Smithville, N. C., January 20, 1865.

SIR: In my last I informed you that Fort Caswell had been blown up and evacuated in consequence of the fall of Fort Fisher. I sent Lieutenant W. B. Cushing around in the Monticello to the western bar, to ascertain what had taken place, and to obtain aid from the officers in command of the Nyack and Vicksburg, and take advantage of the occasion. Lieutenant Cushing did not obtain the aid he required—for what reason I have not yet learned; but, with his usual energy, he pushed on in his boats, found that Fort Caswell had been blown up, Bald Head fort destroyed, Fort Shaw also, and that Fort Campbell, to the westward of Caswell, had been abandoned. All these forts mount 9 and 10-inch guns and Armstrong 150-pounders.

Lieutenant Cushing then pushed on to Smithville, after hoisting the flag of the Union over Caswell. The next thing I saw was the flag waving over Smithville, which the rebels had left in a great hurry after they saw our boats approaching, leaving everything in the heavy and beautiful fort uninjured, and two IX-inch guns only spiked in the fort at Deep Water Point.

In the mean time I had succeeded in getting one gunboat (the Tacony) over the rip, (or interior bar,) and sent her up to Reeve's Point to disable the guns at that place, about three miles (on the west side of the river) above Fort Fisher. Thus in twenty-four hours after the fall of Fort Fisher and its outworks all the formidable chain of forts in this river, (at the entrance,) built to keep out anything we had, have fallen into our hands. They are garrisoned for the present with sailors until we have more troops, and I advise that they be held and kept in order.

I can scarcely give a description of these works. They are certainly the most formidable and best built earthworks I ever saw, and do credit to the engineer who planned them.

One would suppose the whole southern confederacy had been at work throwing up mud and sand; and General Whiting, the engineer, certainly had an abiding faith in the durability of the confederacy, as he shows his

opinion by his works, which have been four years building, and were taken in as many days.

Fort Caswell is in the same shape it was before it fell into rebel hands, only the confederates have covered the masonry with thick earth on the outside, and made it almost impervious to shot and shell. It is in many respects stronger than Fisher, and harder to take by assault. Still it could be taken, and the rebels knew it. Three or four gunboats on the inside would soon have starved them out.

I have had a great deal of difficulty in getting the gunboats over the bar and the rips, and only succeeded this morning in getting the last one through.

I don't know that there is a great deal more for us to do; the port is sealed up. I shall, however, move up to Wilmington, taking up the torpedoes first, of which there are a great many. So far, we don't have much difficulty in finding them. They mostly fire by electricity. They are very large, containing over a barrel and a half of powder.

The rebels left plenty of good stores and provisions, and our men are now subsisting on that.

I send you a list of the forts that have fallen into our hands since Fort Fisher fell, with the number and calibre of their guns.

We have found in each fort an Armstrong gun, with the "broad arrow" on it, and Sir William Armstrong's name marked in full on the trunnion.

As the British government claims the exclusive right to use these guns, it would be interesting to know how they have come into a fort held by the southern rebels.

I find that immense quantities of provisions, stores, and clothing have come through this port into rebeldom. I am almost afraid to mention the amount, but enough to supply over 60,000 men. It is all English, and they have received the last cargo; no more will ever come this way.

We picked up a telegram from General Lee to his subordinate here, saying that if Forts Fisher and Caswell were not held he would have to evacuate Richmond. He says most truly; and I would not be at all surprised if he left it at any moment.

I have sent the three monitors, Monadnock, Mahopac, and Canonicus, to Admiral Dahlgren; also the wooden vessels Tuscarora, Shenandoah, Mohican, Ticonderoga, Juniata and Keystone State, keeping here only what was indispensable to secure every point. The army force is very small for all this work, and it will not do to separate it at this moment. It is as much as it will be able to do to hold what we have taken.

We have plenty of force to hold this place against the whole southern confederacy. I have two hundred and fifty guns bearing on the narrow strip of land where our troops are heavily intrenched. There are vessels in the river and outside, and we only hope they will attempt to retake it. Ten thousand men in Fort Fisher, with the guns of the squadron, would hold this place a long time.

We find this a better place to catch blockade-runners than outside. I had the blockade-runners' lights lit last night, and was obliging enough to answer their signals—whether right or wrong we don't know. Two of them, the Stag and Charlotte, from Bermuda, loaded with arms, blankets, shoes, &c., came in and quietly anchored near the Malvern, and were taken possession of.

The Stag was commanded by Richard H. Gayle, a lieutenant in the rebel navy, and belongs to the rebel government. A number more are expected, and we will, I hope, catch a portion of them.

I intrusted this duty to Lieutenant Cushing, who performed it with his usual good luck and intelligence. These two are very fast vessels and valuable prizes.

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North Atlantic Squadron
Rear Admiral DD Porter, Comdg

FORT JOHNSTON,

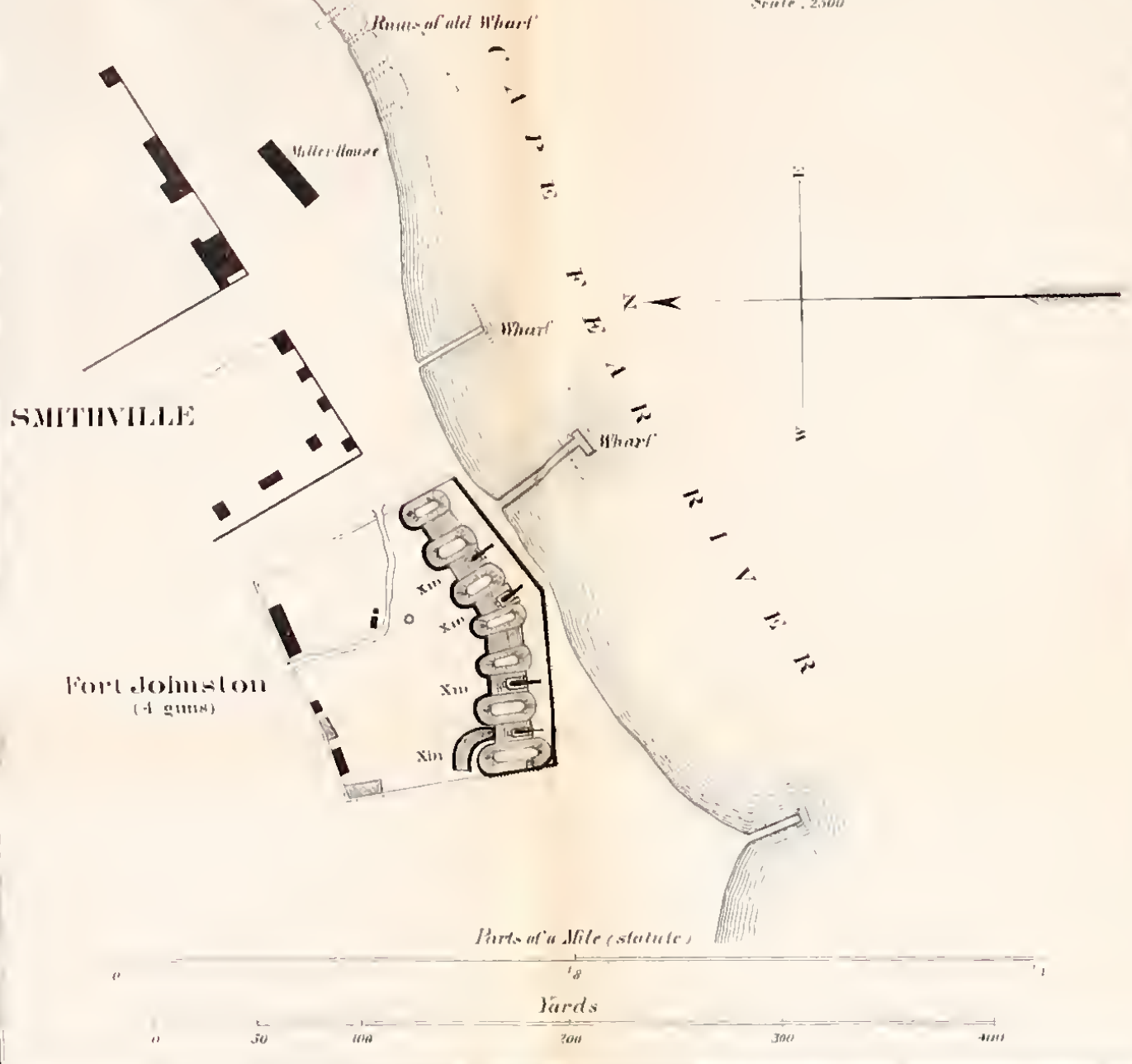
SMITHVILLE, N.C.

Evacuated Jan. 16, 1865.

Taken possession of by Naval and Military Forces Jan. 17. 1865.

Surveyed by J.S. Bradford, U.S. Coast Survey
A.D.C. to Admiral Porter

Scale $\frac{1}{2500}$



Parts of a Mile (statute)

0 1/8 1/4

Yards

0 50 100 200 300 400

Bowen & Co. Lith. Phila.

They threw a portion of their papers overboard immediately on finding they were trapped.

I enclose a list of guns captured by the navy since the surrender of Fort Fisher, and the names of the different works. This number, added to those taken around Fisher, makes 168 guns in all (most of them heavy ones) that have been taken.

I enclose a few papers that may be interesting.

The Charlotte brings five English passengers—one of them an English army officer. They all came over (as they expressed it) "on a lark," and were making themselves quite jolly in the cabin over their champagne, having felicitated themselves on their safe arrival. The Stag received three shots in her as she ran by our blockaders outside.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

—

List of forts taken possession of by the navy since the fall of Fort Fisher, with their armaments.

Reeves's Point, three 10-inch guns; Smithville, four 10-inch guns; above Smithville, two 10-inch guns; Fort Caswell, ten 10-inch, two 9-inch, one Armstrong, four 32's, rifled, two 32's, smooth, three 8-inch, one Parrott 20-pounder, three rifled field-pieces, three guns buried—29 guns; Forts Campbell and Shaw, six 10-inch, six 32's, smooth, one 32, rifled, one 8-inch, six field-pieces, two mortars—22 guns; Smith's island, three 10-inch, six 32's, smooth, two 32's, rifled, four field-pieces, two mortars—17 guns; reported at the other end of Smith's island, 6 guns. Total captured, 83 guns.

Report of Lieutenant Wm. B. Cushing.

UNITED STATES STEAMER MONTICELLO,
Off Fort Caswell, N. C., January 31, 1865.

SIR: In obedience to your order of the 17th instant, I proceeded to the western bar to ascertain the state of affairs in that quarter. On the morning of the 18th I pulled in to Fort Caswell to demand its surrender, and finding it abandoned, hoisted a flag there, as well as on the other forts at the mouth of the harbor. I then proceeded with four men to the town of Smithville, and received its surrender from the mayor, mounted rebels leaving the town at the same time. I hoisted our flag on the battery at that point, which, with the barracks and public property, was uninjured. Captured several hundred stand of rebel muskets, with some of which I armed my men, at the same time sending one sailor and four negroes in a boat for re-enforcements. We held the town with three men until their arrival. The inhabitants mostly remained at their homes, and by their behavior impressed me with the idea that they had been rebels, but were beaten back into loyalty. We also captured a considerable quantity of commissary stores. the next day vessels came down from above, and one hundred and fifty sailors were sent on shore to garrison the town, of which I retained command until relieved by the army, one week after. In the mean time I sent down boats, crews and officers, nightly, to tend the range lights on the beach, and attempt to decoy in blockade runners. On the second night we

were rewarded by the arrival of two steamers, the "Stag" and "Charlotte," that came over the bar and stopped off the wharf, signalling to Fort Caswell. Not receiving the expected answers from the fort, they were about to turn back, when they were hailed by Acting Ensign Huntington, of the Monticello, who told them the signal corps had been withdrawn, and it was all right—to go on up to Smithville. Following this advice, they fell into our hands.

I am, sir, very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding U. S. Steamer Monticello.

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron, Flag-Ship Malvern.

P. S.—I omitted to mention the capture of forty-four sick and wounded rebel soldiers, with the rebel surgeon and nurses in charge.

W. B. CUSHING.

Operations on Little River, North Carolina.

UNITED STATES STEAMER MONTICELLO,
Off Wilmington, N. C., February 7, 1865.

SIR: I have the honor to report that I entered Little river, South Carolina, on the night of the 4th instant, and proceeding about eight miles up with four boats and fifty men, landed in the small town of All Saint's Parish, or Little River. The town was placed under guard without the knowledge of the inhabitants, and I succeeded in capturing some soldiers and arms. I held the place all the next day, and discovered and destroyed about fifteen thousand dollars' worth of cotton. I also captured two flats at the mouth of the harbor containing cotton, (23 bales,) which had, some time since been removed from a blockade-runner to lighten her. This we brought off, together with some negroes. The South Carolina planters, and all men whom I met, professed to be willing to come back under the old government, and most of them seemed to be loyal men, only awaiting emancipation from military rule.

On the 5th I sent two boat's crews ashore in Charlotte inlet, under command of Acting Master Charles A. Pettit. He surprised and routed the rebel force detailed to collect provisions in that county, capturing six soldiers, with their arms and equipments, and destroyed the stores that had been gathered for the enemy at Fort Anderson. The soldiers lately stationed there (at Charlotte) had been withdrawn to assist in the defence of Wilmington. A hundred rebels are still at Lockwood's Folly. The roads are full of deserters.

Very respectfully, your obedient servant,

W. B. CUSHING,
Lieutenant Commanding.

Rear-Admiral D. D. PORTER,
Commanding N. A. Squadron.

Respectfully forwarded for the information of the department.

DAVID D. PORTER, *Rear-Admiral.*

CAPTURE OF FORT ANDERSON.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 19, 1865.

SIR: I have the honor to report the surrender or evacution of Fort Anderson. General Schofield advanced from Smithville with 8,000 men on the 17th. At the same time I attacked the works by water, placing the monitor Montauk close to the works, and enfilading them with the Pawtuxet, Lenapee, Unadilla and Pequot, the tide and wind not allowing more vessels to get under fire. The fort answered pretty briskly, but quieted down by sunset.

On the 18th, at 8 o'clock, moved up closer, with the monitor leading, followed by the Mackinaw, Huron, Sassacus, Pontoosuc, Maratanza, Lenapee, Unadilla, Pawtuxet, Osceola, Shawmut, Seneca, Nyack, Chippewa, and Little Ada, and kept up a heavy fire through the day until late in the afternoon. The enemy's batteries were silenced by three o'clock, though we kept up a fire until dark; we also fired through the night. In the mean time General Schofield was working around to get in the rear of the rebels and cut them off. The latter did not wait for the army to surround them, but left in the night, taking five or six pieces of light artillery with them, and everything of any value.

At daylight this morning some of our troops that were near by went in and hoisted the flag on the ramparts, when the firing from the monitor ceased. There were ten heavy guns in Fort Anderson, and a quantity of ammunition. We lost but three killed and four wounded.

I am, sir, respectfully,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander D. L. Braine.

UNITED STATES STEAMER PEQUOT,
Cape Fear River, N. C., February 19, 1865.

SIR: Ihave to report that, in obedience to signal this afternoon, I got under way and steamed up the river to the attack of Fort Anderson. A few minutes after the vessel took position she was struck by a solid shot, wounding five of the crew, as follows: Wm. Brian, quartermaster, mortally—has died of his wounds; Jeremiah Lyon, quartermaster, seriously—amputation of left arm; Carl Poelstrom, ordinary seaman, seriously—amputation of foot necessary; Thomas Donelly, landsman, slightly; Edrick Hayne, first-class boy, slightly.

The following is the list of ammunition expended: 19 charges, 150-pounder rifle, 16 pounds; 19 percussion shell, 150-pounder rifle; 16 charges 30-pounder rifle, 3¼ pounds; 16 percussion shell, 30-pounder rifle.

Very respectfully, your obedient servant,

D. L. BRAINE, *Lieut. Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

List of casualties.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 20, 1865.

SIR: I have the honor to enclose herewith, report of casualties in the action of the 18th against Fort Anderson, on this river.

The following is a correct list:

Killed.—William Wilson, first captain of forecastle, United States steamer Chippewa; Wm. Brian, quartermaster, United States steamer Pequot.

Wounded.—J. Loyn, quartermaster, seriously, United States steamer Pequot; C. Poelstrom, ordinary seaman, seriously, United States steamer Pequot; Thos. Donelly, landsman, slightly, United States steamer Pequot; E. Hayne, first-class boy, slightly, United States steamer Pequot; David Lund, ordinary seaman, seriously, United States steamer Chippewa.

I am, sir, respectfully,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF REBEL OFFICERS AND SEAMEN.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 20, 1865.

SIR: I have the honor to enclose herewith report of Lieutenant Commander D. L. Braine in relation to the capture of the following persons, all belonging to the so-called confederate navy: O. L. Jenkins, W. R. Howell, acting master's mates; John T. Henry, William Wilson, and C. Waters, seamen; James Easters, carpenter's mate.

I will send these prisoners to Hampton roads by the Newbern, to await instructions from the department as to what disposition shall be made of them.

I am, sir, very respectfully,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander D. L Braine.

UNITED STATES STEAMER PEQUOT,
Cape Fear River, N. C., February 19, 1865.

SIR: I have to report that a boat from this ship, in charge of Acting Ensign George Lamb, while dragging for torpedoes to-day, surprised and captured a boat with two officers and four men, as follows: O. L. Jenkins, acting master's mate; W. R. Howell, acting master's mate; John F. Henry, William Wilson, C. Waters, seamen, and James Easters, carpenter's mate, all of Confederate States navy.

Very respectfully, your obedient servant,

D. L. BRAINE, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

List of casualties.

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I am, sir, respectfully,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF REBEL OFFICERS AND SEAMEN.

Report of Rear-Admiral D. D. Porter.

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I will send these prisoners to Hampton roads by the Newbern, to await instructions from the department as to what disposition shall be made of them.

I am, sir, very respectfully,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander D. L Braine.

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Cape Fear River, N. C., February 19, 1865.

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Very respectfully, your obedient servant,

D. L. BRAINE, *Lieutenant Commander.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. Squadron.

VIEW OF THE MOCK MONITOR.

PLAN OF
FORT ANDERSON,
CAPE FEAR RIVER, N.C.

SHOWING THE LINE OF ATTACK BY THE GUN-BOATS

FEBRUARY 18TH 1865.

Under Rear Admiral D.D. PORTER,

When the Rebels evacuated under a heavy Fire.

Three hundred and eighty shells an hour, thirteen hours Bombardment.

Scale
500 feet

Bowen & Co. lith Philada

EXPLOSION OF TORPEDO.—CASUALTIES ON THE SHAWMUT.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 21, 1865.

SIR: I have the honor to inform the department that, by the explosion of a torpedo under the bow of a boat belonging to the United States steamer Shawmut last night, the following casualties occurred: James Cobb, killed; James Hayes, seaman, drowned; Acting Ensign W. B. Trufant, severely wounded; Martin Wall, seaman, slightly.

The above all belong to the Shawmut.

I enclose report of surgeon.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF WILMINGTON, N. C.

Telegram of Rear-Admiral D. D. Porter.

U. S. FLAG-SHIP MALVERN, CAPE FEAR RIVER,
February 22, *via Fort Monroe,* 9 *a. m. February* 24, 1865.

I have the honor to inform you that Wilmington is in possession of our troops.
DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Report of Rear-Amdiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 22, 1865.

SIR: I have the honor to inform you that Wilmington has been evacuated and is in possession of our troops.

After the evacuation of Fort Anderson, I pushed the gunboats up as far as the water would permit, the army pushing up at the same time on the right and left banks of the river. After sounding and buoying out the middle ground at Big island, I succeeded in getting the gunboats over, and opened fire on Fort Strong, the work commanding the principal obstructions, where the rebels had also sunk a large steamer, the North-Easter. Our fire soon drove the rebels away from the fort. Now and then they would fire a shot, one of which struck the Sassacus below the water-line, and set her to leaking badly. She was struck once or twice more, but with no loss in men. That night (the 20th) the rebels sent down 200 floating torpedoes, but I had a strong force of picket-boats out; the torpedoes were sunk without musketry. One got in the wheel of the Osceola and blew her wheel-house to pieces and knocked down her bulkheads in board, but there was no damage to the hull; some of the vessels picked up the torpedoes with their torpedo nets. The next morning I spread two fishing nets across the river.

Yesterday evening General Ames, with his division, moved up within a short distance of the fort and had a sharp encounter with the rebels. On hearing

the musketry, and seeing where our troops were, I opened a rapid fire on the fort and all along the enemy's line. The fort responded with three or four shot, but was soon silenced. This morning we heard that General Terry was within their works and the road was clear to Wilmington.

The Montauk could not get across the shoals without lightening, which was a work of some labor. As I shall not need her here I will send her up James river, where her services are required.

I had the pleasure of placing the flag on Fort Strong, and at 12 o'clock noon to-day shall fire a salute of thirty-five guns, this being the anniversary of Washington's birthday.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

OPENING OF COMMUNICATION WITH GENERAL SHERMAN.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
City Point, Virginia, March 29, 1865.

SIR: I beg leave to call your attention to the report of Acting Master H. Walton Grinnell, of the Nyack.

The necessity of communicating with General Sherman was apparent. These officers and men volunteered for the service, and most handsomely performed it, reflecting credit upon themselves and the navy.

Respectfully, your obedient servant,

DAVID D. PORTER,
Commanding N. A. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander Geo. W. Young.

UNITED STATES STEAMER MARATANZA,
March 16, 1865.

SIR: Since my last report of the 5th instant I have examined the forts on the east bank of the river, and, as reported before, find my orders have been carried out strictly. On the 7th instant Lieutenant Commander Newman, commanding the Nyack, made an examination of the northwest branch of the river as far as the Devil's Bend, but returned on the 9th instant, finding the river to be very circuitous, and not wishing to damage the Eolus, he returned at the expiration of forty-eight hours.

Enclosed please find Lieutenant Commander Newman's report.

On the 11th instant, in an interview with Major General Schofield, he mentioned that he was anxious to open communication with Major General Sherman. Acting Master H. Grinnell and Acting Ensign H. B. Colby, of the Nyack, volunteered to convey any communication to the army that the general might have to send, and as their commanding officer had no objections, I gave the permission to undertake the service. I am happy to state they were in time to meet General Sherman just outside of Fayetteville. I respectfully call your attention to Acting Master Grinnell's report, a copy of which I respectfully submit.

On the morning of the 11th instant Major General Terry in an interview stated that he was about starting an expedition up the Northwest Branch for the purpose of clearing the way to Fayetteville, and wished to have one of the gunboats as a support to follow. I immediately prepared the Eolus, and with one boat's crew from each of the vessels (Maratanza, Lenapee, and Nyack) I followed the army tug, but owing to the circuitous nature of the river the Eolus was compelled to anchor in what is called the Devil's Bend for the night; but the next morning we made our way through the difficulties, and reached Fayetteville at 9.30 the evening of the 12th instant. On my arrival I found General Sherman's army making preparations for crossing. I called upon General Sherman, tendering my services, and he requested that I would leave the Eolus in the river until his army had left Fayetteville, which I have done.

The obstructions in the upper part of Cape Fear river, owing to the heavy freshets, have been swept away, and with screw-steamers of 100 or 130 feet in length, with 3 feet draught of water, Fayetteville can be reached at any season.

The Chickamauga was sunk across the narrow part of the channel, but the current has swept her alongside the bank.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieut. Commander U. S. N., and Senior Officer off Wilmington.

Rear-Admiral D. D. PORTER, U. S. N.,
Commanding N. A. Squadron, Flag-Ship Malvern.

Report of Lieutenant Commander L. H. Newman.

UNITED STATES STEAMER NYACK,
Wilmington, N. C., March 9, 1865.

SIR: In obedience to your orders I proceeded with the Eolus up the Cape Fear river on the 7th instant as far as the mouth of Wood's creek, about 28 miles from here. After passing the mouth of Black river the stream is very narrow and tortuous, with a strong current. Finding that I could not make the turns without using hawsers, and then fouling paddle-boxes and smokestacks in the branches of large trees, I concluded to return. The people, white and black, whom I questioned, state that the Chickamauga is sunk across the stream at Indian Wells, with a chain just below; her two guns are on a bluff on the western bank of the river.

Very respectfully, your obedient servant,

L. H. NEWMAN, *Lieutenant Commander.*

Lieut. Commander GEORGE W. YOUNG,
Senior Officer present, Com'dg U. S. Steamer Maratanza.

Report of Acting Master H. W. Grinnell.

HEADQUARTERS SHERMAN'S ARMY,
Fayetteville, N. C., March 12, 1865.

SIR: I have the honor to report that I have this day succeeded in handing to Major General Sherman the cipher despatch intrusted to me by Major General Schofield at Wilmington, North Carolina, on the 4th instant.

I left the Nyack on the evening of the 4th in a small dug-out, with a party consisting of Acting Ensign H. B. Colby, Thomas Gillespie, seaman, and

Joseph Williams, ship's painter, armed with Sharpe's rifles and revolvers, and taking two days' rations. After proceeding up the river about twelve miles I met the enemy's advance picket post, which I succeeded in passing without discovery, but at a point near Livingston's creek I found the picket so strongly posted that I deemed it the more prudent course to abandon my boat, and to attempt to communicate with General Sherman's forces near the Pedee river. I left my boat on the morning of the 5th instant, and struck for the Wilmington and Whitehall road. On my way I passed through the village of Summerville, where I destroyed some arms which I found in the possession of the citizens; here I got information that a party of cavalry were endeavoring to cut me off at Livingston's bridge, and I was reluctantly compelled to secrete myself and party in a negro hut near by; here I remained two days, when I received information that the enemy, tired of waiting, had recrossed the river, thus leaving me free to advance. At dark on the 7th instant, having secured the services of a negro guide, I started in the direction of Whitesville, advancing with caution, and moving only by night. After much tedious and difficult marching through the swamps, I reached a point near Whitesville on the morning of the 9th instant. The town was held by the enemy in strong force, and finding travelling on foot consumed too much time, I determined to impress horses, and by a bold dash break through the pickets on the Lumbertown road. With this purpose in view, I left my bivouac in the swamps, and succeeded in passing unobserved until I reached the cross-road to Whitehall, which I found picketed. After satisfying myself that the picket had no reserve, we made a quick dash and captured two men without alarm, and before they became aware of our purpose I disarmed them, and after compelling them to follow me for about five miles I paroled them, leaving them apparently much satisfied at their release. They were members of company A, 51st North Carolina infantry, and represented their regiment as being much demoralized. After hard riding night and day, I reached Drowning creek at a point near the town of Lumbertown on the afternoon of the 11th; here I first learned definitely of the whereabouts of General Sherman's forces.

I met a small scouting party near the creek, but they fled to the woods at our approach. On the morning of to-day I had the great satisfaction of meeting the rear scouts of General Sherman's forces on the Lumber bridge road, about twenty miles from this place. The several roads being blocked up by wagons, artillery, &c., and our horses being quite worn out by hard riding, I did not reach these headquarters until 1 p. m. this afternoon.

General Sherman received the despatch, and expressed himself much surprised at receiving it through the navy, and by such a route. In parts of Robeson county I found a very large number of deserters from the rebel army, and quite a strong Union feeling.

I cannot speak too highly of the conduct of Acting Ensign Colby, also of the two men, Thomas Gillespie and Jos. Williams, who were ever ready to encounter any danger or hardship that came in their way.

General Sherman wishing me to communicate with you as soon as possible, I leave to-night by the army tug, hoping to meet you on my way to Wilmington.

In conclusion, allow me to thank you for giving me permission to undertake this rather novel naval scout.

I am, sir, your obedient servant,

H. WALTON GRINNELL,
Acting Master U. S. Navy, Com'dg Expedition.

Lieut. Commander GEORGE W. YOUNG,
Senior Officer off Wilmington, N. C.

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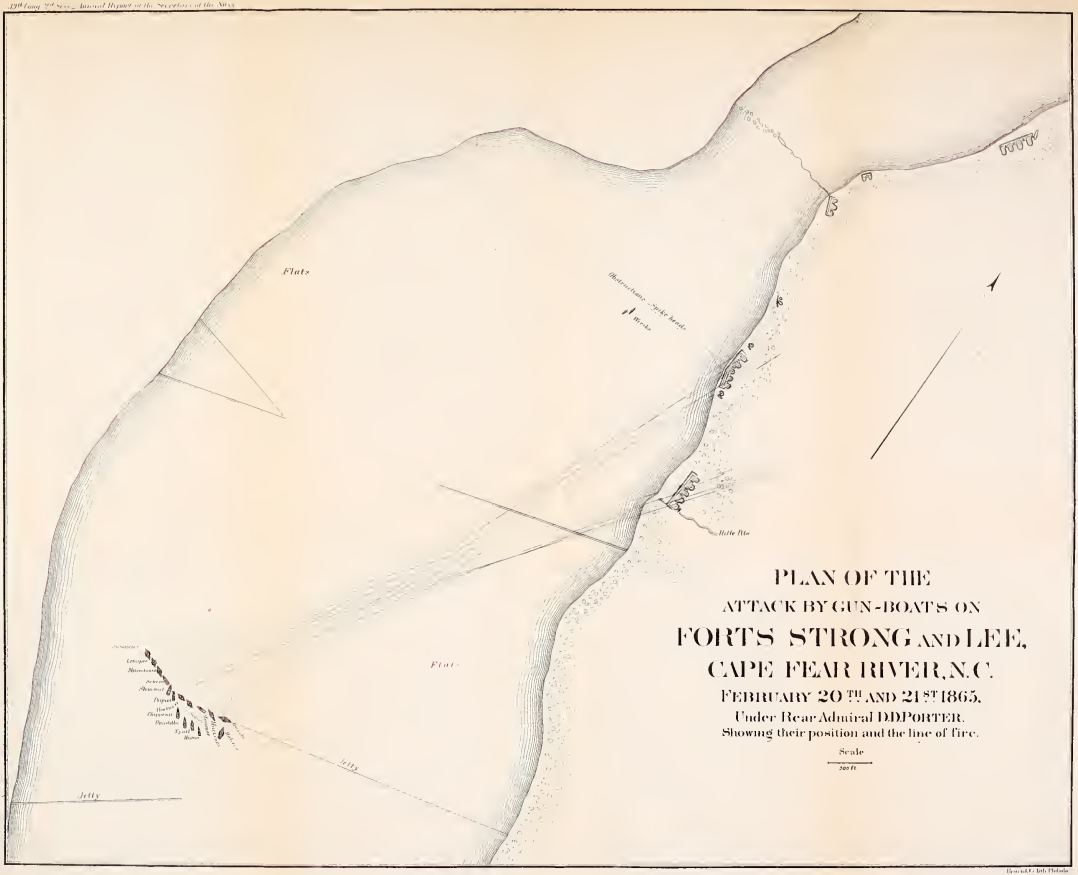
Lieut. Commander GEORGE W. YOUNG,
Senior Officer off Wilmington, N. C.



PLAN OF THE
ATTACK BY GUN-BOATS ON
FORTS STRONG AND LEE,
CAPE FEAR RIVER, N.C.

FEBRUARY 20TH AND 21ST 1865.

Under Rear Admiral DD PORTER.

Showing their position and the line of fire.

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Lieut.

Destruction of rebel floating battery in Roanoke river, N. C.

UNITED STATES STEAMER MATTABESETT,
Dist. Sounds, N. Atlantic Squadron, Plymouth, April 12, 1865.

ADMIRAL: I got news yesterday to the effect that the rebels had sent a floating battery down the Roanoke, and that it was then just above this place. I immediately started from Winton in the Wilderness, and arrived here last night, when I found that Commander Febiger had sent a party up under Lieutenant Franklin, of the Iosco, which party had found the battery sunk near Jamesville, by one of their own torpedoes, (the reports had been heard by the picket boat.) Lieutenant Franklin set fire to all of her that was above water, (about two feet,) and it is supposed she is pretty thoroughly destroyed.

Very respectfully, your obedient servant,

W. H. MACOMB, *Commander, Commanding.*

Rear-Admiral DAVID D. PORTER,
Commanding North Atlantic Squadron.

Forwarded for the information of the department by Rear-Admiral David D. Porter.

Abandonment of Fort Strong, N. C., &c.

NORTH ATLANTIC SQUADRON, U. S FLAG-SHIP MALVERN,
Cape Fear River, February 25, 1865.

SIR: The retreat of the enemy from Wilmington has left a large naval force free to act elsewhere.

I have heavily re-enforced the squadron up the James, and in the sounds of North Carolina, a sufficient number being kept in Cape Fear river to protect transports going up and down. I have also detailed a sufficient number to cruise along the coast to prevent the rebels from communicating with the outside world.

I send you a plan of the enemy's works from Fort Anderson up to Wilmington; these mounted in all 26 heavy guns, and in a good position.

The upper one, Fort Strong, was not very accessible to naval attack, except at long range, but was of no further use to the rebels. After the division of General Terry had turned it on the right, and the division of General Cox had obtained a footing on the island above it, the rebels left, to avoid being cut off.

Everything in the shape of naval material was destroyed by the rebels, except the pirate Chickamauga, which at a high stage of water went up to Fayetteville, where she will fall into the hands of our army before long.

I have left all the necessary orders here to remove the obstructions and torpedoes, and render navigation safe; at present it is rather dangerous.

* * * * * * * *

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

List of guns found in the forts evacuated by the rebels on Cape Fear river.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Cape Fear River, February 27, 1865.

SIR: Enclosed I send a list of the guns found in the forts evacuted by the rebels as the army and navy moved upon them. They are all good guns and mostly have new carriages. The number captured in the works at the mouth of the river and near Wilmington amounts to two hundred and twelve; there are likely more which I know nothing about.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Defences of Cape Fear river—(Fort Anderson:) 3 rifled 32's, 6 smooth-bore 32's, 3 smooth-bore 24's.

Barrier on Fort Strong: 1 rifled 32, banded, 1 rifled 32, 1 smooth-bore 32, 1 9-inch gun, 1 7-inch gun.

No. 2, (above barrier,) Fort Lee: 2 24-pounders, 1 30-pounder Parrott, 1 9-inch gun, 1 42-pounder, 1 32, smooth-bore.

No. 3, (above No. 2:) 3 6-inch rifles, 1 9-inch gun.

Opinion of Rear-Admiral D. D. Porter on Monitors.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Fort Fisher, N. C., January 15, 1865.

SIR: My late experience with the monitor class of vessels under the fire at sea, and in riding out heavy gales, justifies me in making a special report in the matter. I feel the importance of the government's receiving accurate information in relation to a class of vessels about which there has been a difference of opinion, and of which we are building quite a number.

My experience has been with the Monadnock, Saugus, Mahopac, and Canonicus, all vessels of some difference of construction, and built, I believe, by different contractors.

Before leaving Hampton roads, and while waiting for the army to provide troops for the land part of this expedition, I sent the monitors Canonicus, Mahopac, and Saugus up the James river, to try what they could do with the rebel batteries at Howlet's and above that point. At Howlett's the enemy had a heavy gun mounted, (a two-hundred-pounder Brooke's rifle,) which was frequently fired at the monitors, but seldom hitting them. One of their shells or shot, however, struck the Saugus fair on the turret, and knocked out or loosened forty of the bolts. This was owing to the bolts being driven from inside to out, instead of from outside to in. The turret was not materially injured, and was repaired again in about two weeks, and I have been using the Saugus here against these works, where she has done effective service.

The Canonicus, Mahopac, and Monadnock left Hampton roads on the 13th ultimo, the former two in tow of steamers—the Monadnock going under steam with a steamer in company. The weather was quite rough, and at times the sea would go over the turrets and down the funnels; but I passed them while at sea, and they were making excellent weather of it. On ask-

ing their commander afterwards how they got along, the answer was: "O quite well, sir; only a little damp."

On arriving at Beaufort, North Carolina, I filled them up with coal and ammunition. I found a defect in a pump on board the Canonicus, (a "centrifugal pump" they called it,) which did not fetch the water until there was a foot or more in the vessel. This was a serious defect, and one for which the constructors were very culpable. The Mahopac's decks leaked considerably, and made the officers and crew very uncomfortable.

The monitors started from Beaufort on the 18th ultimo, the Canonicus and Mahopac being towed, the Monadnock declining such assistance. Indeed she did not require it, outrunning the largest vessels easily, and keeping ahead of all except the very fastest.

On the 21st ultimo it came on to blow hard from the southwest, and a very heavy sea commenced rolling in. The vessels were all anchored in thirteen fathoms water, with a long scope of chain out. Most of the large vessels dragged during the gale. The Tuscarora and Juniata put to sea, (I think unnecessarily,) while the monitors rode it out beautifully. I was anchored quite near them, and witnessed their performance. I at first thought I had been imprudent, and had unnecessarily risked the lives of officers and men, but I went to sleep the first night of the gale quite easy in my mind in regard to the monitors.

I saw that they were making the best weather, and riding easier than any of the other vessels in the fleet. All the transports cut and ran, though I think that was quite unnecessary. After the gale I inquired of the commanders of the monitors how they passed through the ordeal, and they seem to think they got along very well. The smaller monitors, Mahopac and Canonicus, at times almost disappeared from view, and the commander of the former vessel complained of discomfort, owing to the decks leaking, but the vessels were in no danger at any time. As to the Monadnock, she could ride out a gale at anchor in the Atlantic ocean. She is certainly a most perfect success so far as the hull and machinery are concerned, and is only defective in some minor details, which in the building of these vessels require the superintendence of a thorough seaman and a practical and ingenious man.

The Monadnock is capable of crossing the ocean alone, (when her compasses are once adjusted properly,) and could destroy any vessel in the French or British navy, lay their towns under contribution, and return again (provided she could pick up coal) *without fear of being followed.* She could certainly clear any harbor on our coast of blockaders, in case we were at war with a foreign power. As strong and thick as the sides of this vessel are, one heavy shot from Fort Fisher indented the iron on her side armor, without, however, doing any material damage. These vessels have laid five days under a fire from Fort Fisher, anchored less than eight hundred yards off, and though fired at a great deal, they were seldom hit, and received no injury, except to boats and light matter about decks, which were pretty well cut to pieces. Compared with the Ironsides their fire is very slow, and not at all calculated to silence heavy batteries, which requires a rapid and continuous fire to drive men from the guns; but they are famous coadjutors in a fight, and put in the heavy blows which tell on casemates and bomb-proofs.

The smaller class of monitors, as at present constructed, will always require the aid of a steamer to tow them and take care of them. In smooth weather they ought to go along by themselves, and when towed the tow-rope should never be less than two hundred fathoms in length. It strains them very much to have a short tow-line.

I do not know yet what their real durability is or would be in a continuous fire against their turrets. Solid 11-inch or 200-pounder rifles are apt

to break something when they strike, and I should be much better satisfied myself to be behind wooden bulwarks and take what comes, than to be shut up in an iron turret, not knowing whether it is properly constructed. This, though, is the prejudice of a sailor, and should have no weight whatever.

The commanders of the monitors seem to feel quite at home and safe in them, and apprehend no more danger at sea than in any other kind of vessel. Commander Parrott, of the Monadnock, remarked he did not see any difference between her and anything else. The Saugus joined me after the first day's fight off Fort Fisher, and was towed round from Norfolk by the Nereus in very rough weather. The vessel leaked a great deal through her bows, and some uneasiness was felt for her on that account; but her sea-going qualities were spoken of as good. The difficulty was a mechanical one, and in no way detracts from the qualities of the vessel. There is no great amount of comfort on board these vessels at sea—that is conceded on all sides—but they are seldom at sea, and only exposed when making a voyage. This is the first time, I believe, that the monitors have ridden out heavy gales in an open sea, at anchor, though they have ridden out gales in Charleston roads.

I have only to remark that the principle is a good one, if the vessels are all built like the Monadnock. The fire of these vessels, continued, with the fire of such vessels as the New Ironsides and heavy frigates, is very effective, particularly against heavy-plated vessels, bomb-proofs, and stone or brick walls. I have never yet seen a vessel that came up to my ideas of what is required for offensive operations as much as the Ironsides. She combines very many good qualities. The most important is the comfort with which the people on board of her live, though she would be no match for the Monadnock in a fight, the latter having more speed.

The accuracy of fire is, I think, in favor of the Ironsides, judging from what I have seen here. The turrets get filled with smoke and do not clear as quick as the Ironsides, though that defect could be avoided by not firing both guns so near together. These impressions of mine are formed from a short experience with monitors, but I think they will be found correct, provided the monitors are properly built.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

SEA-COAST DEFENCES.

Opinion of Rear-Admiral David D. Porter.

FLAG-SHIP MALVERN,
Cape Fear River, N. C., February 1, 1865.

SIR: I have the honor to enclose you a communication, written at the request of Major General J. G. Barnard, on the subject of the defences of our ports. The works lately captured here have so impressed General Barnard with the vulnerability of forts, when the coucentrated fire of heavy ships is brought against them, that he has requested me to give him the result of my experience. He has also requested me to make it an official communication to yourself, and to have a copy sent to him, through the Navy Department. I have complied with his request, and herewith enclose two (2) copies—one to go on file, the other for Major General J. G. Barnard, United States engineers.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

FLAG-SHIP MALVERN,
Cape Fear River, N. C., February 1, 1865.

SIR: General Barnard has just visited the works lately captured here, and the impression made upon him by the new plan of defences adopted by the rebels, and the effect of naval fire on them, has been to modify the opinions that he has heretofore entertained, if not to change them altogether. He has requested me to write an official document to the department on this subject, as he considers that the experience I have had in attacking forts of various kinds has enabled me to form a pretty accurate idea of their powers of endurance against the ships of the present day, and whether or not forts can be built that will stand a bombardment such as can be brought against them by our navy, or any other navy equal or superior to it. The matter is of so much importance to this country that I unhesitatingly comply with the request of General Barnard, although it is with some diffidence I undertake to handle a subject that may bring my opinion in conflict with those of officers more able and better informed on such subjects than I am. What opinions I may give are derived from an experience of four years' fighting against forts of all kinds, from a sand-hill battery for twelve-pounders, up to the largest work that was ever built. I do not pretend to know anything about the theory or the rules which govern engineers in their different arrangements of stone, mortar, sand, and guns. I am afraid I shall startle some of their long-established convictions when I state that, in my opinion, we have no forts on our part of the continent which can stand the concentrated fire of heavy ships, monitors and ironsides combined. When the kind of ships enumerated can get within a mile of any works, and can bring to bear guns enough (say fifteen to one) to drive the artillerists from their batteries, the capture of a fort is a mere matter of time, and a short time at that, if a properly equipped military force is combined with the naval attack. The running past a battery is a very easy thing when there is a straight channel and sufficient depth of water; and there is no fort in any of the waters of the north that cannot be safely passed and (in military phrase) the "position turned," and no forts now built can keep out a large fleet unless the channel is obstructed. These are rather bold statements for a sailor to make, but I may somewhat satisfy the feelings of military engineers when I state that forts can be built that cannot only resist, but can destroy, any ships attempting to pass them, although I doubt if any work could be erected that would prevent vessels, wooden or iron, from running by, without obstructions in the channel.

So, after all, we cannot depend solely on forts to defend the approaches to harbors, and must, in the end, rely a great deal upon the iron floating steam batteries to encounter vessels that might run past our shore batteries. The result of the experience of this war goes to prove that no works of any kind yet erected can stand the fire of ships. The rebels, being thrown upon their own resources, and finding that their earliest efforts did not succeed, have adopted new plans which give evidence of great engineering skill, but which have failed in every case to prevent heavily-armored vessels from passing their batteries, and in most cases their forts have succumbed. Indeed, I know of no instance where troops and ships properly combined have attacked a land work, when the land work was not taken.

It has been the received opinion, up to a late date, that one gun on shore was equal to ten on board ship. This, no doubt, may be true, so far as regards ten guns in a vessel and one gun in a fort; but the rule gives way when a very large number of guns are brought to bear on a fort, and there is a continuous bursting of shells and shrapnell, and showers of grape and

canister against guns "*en barbette*" or men behind traverses. It has been the custom to arrange guns "*en barbette*" in continuous rows, at twenty feet apart, in batteries of ten, fifteen, or thirty guns, as might have been supposed sufficient to protect a place. These guns were placed without intervening traverses, which is even at this moment the case with all our sea-coast fortifications. It is very plain to any one who has had any experience, and has been exhibited during this rebellion, that our sea-coast works cannot be manned and worked against fleets, since, by the close contiguity of the guns, the necessary crowding of the gunners, and the absence of all kinds of defence, the destructive effect of shells is too great to permit men to stand by their guns, which would soon be disabled (even if they had traverses) by the cool, deliberate fire of monitors and ironsides, continued with eleven-inch and one-hundred-pounder rifles in wooden vessels. Even though forts may be protected by the best of traverses, shells fired at proper elevations must take effect on the battery, since, if it misses one gun, it must strike another, and if the fire is at all enfilading, the shell may take effect on several guns at the same time. As long as a gun is disabled, it matters little how it is done. There is one source of mischief to gunners and to guns arising from the erection of sand-bag or earth traverses. In the first place, a heavy shell striking or exploding on a traverse knocks the sand into the muzzles of the guns and disables them as effectually as if they were dismounted. This happened at Fort Fisher long before the guns were dismounted by our shells. In the second place, the sand bags are thrown down on the circles and prevent the training of the guns. They are also thrown upon the gunners, wounding them seriously and burying them under the earth. I saw an instance of the kind at Fort Fisher, where a rebel was buried by a shell, with nothing but his head left above ground. A *barbette* battery must be very defective and vulnerable when the guns are placed within thirty feet of each other; the space should be at least one hundred feet, with high earthen traverses between the guns. That is, supposing we still adhere to the new system of fortifications which has been found capable of resisting ships.

There are points where forts could be built, as above mentioned, where they would be unassailable by ships, and Federal Point, where Fort Fisher stands, is one of those points. Had the engineer, Whiting, known anything of the hydrography of the outer bar, he would have placed his fort one mile inside of where he did build it. This work then would have been out of reach of any naval guns. His line would have extended from the sea inside of the bar to the river and swamp on the inside, rendering it perfectly impossible for an enemy landing there to turn either end of the fortified line. This line would have commanded completely the tortuous and shallow channel leading into Cape Fear river, and all the light-draught vessels on earth could not have entered there; neither could light-draught monitors or any kind of vessels, except in peaceful times, and with an experienced pilot.

Thus it appears that the most skilful engineers will make mistakes which the knowledge of an intelligent seaman would have corrected. It was our good fortune that the engineer, Whiting, was self-opinionated, or else knew nothing of the hydrography outside the bar, near the fort, or else he never had formed an idea of what the concentrated fire of three hundred guns would be on the face of a work protected by traverses. The confederates, however, by numerous contests with our fleets, have learned that the old system of defending forts is very defective. They began, at Hilton Head, by following the old arrangement, and were driven from their guns in a short time. They at once, on finding the system defective, went to work to scat, ter their guns in numerous small batteries instead of having them all together and at the same time increased the space between the guns not less than sixty feet, and protected them by high traverses, which also answered for

bomb-proofs. At Fort Caswell the rebel engineers have entirely ignored the arrangements of the United States engineers, which were made at great expense, and all the improvements of modern times introduced (as it was supposed) as circumstances required.

While the rebels have been steadily advancing in the science of building forts, or remodelling those that fell into their possession, we have not progressed in a like manner, from the fact that necessity, which is the mother of invention, never arose to put the intelligence of our engineers to work. Our frowning stone works, with their guns all standing out "*en barbette*," and with others looking through small ports, and mounted in enclosed casemates, gave a feeling of security and seemed to bid defiance to the strongest foe, while in fact both these arrangements are glaring defects and a most prominent evidence of weakness in our forts. There is not a fort in the United States, that I have seen, that could not be silenced by ships, if a sufficient number were assigned to the task; and the monitors would in a very short time (unmolested by the fire which heavier ships could keep down) knock away the walls with their fifteen-inch shot, and the whole fabric would be in ruins. The fact that our forts have fifteen-inch or twenty-inch guns mounted, and could sink a monitor if they struck her, furnishes no argument in favor of the forts. On the contrary, those large guns, standing so high up and loading so slowly, are just the objects that naval gunners would delight to explode their shrapnell against; and, from my experience in naval gunnery, the third shell would kill every man at the gun. If these monster guns were placed in stone casemates, with shutters of thick iron outside, they would be very severe on ships, provided the stone wall would stand the blow of a fifteen-inch shot. To prove it it is only necessary to put a block of the best granite under a trip-hammer of ordinary size. The fifteen-inch shot is equal to trip-hammer, anvil, bellows, and forge all thrown at the same time. The rebels seem to have comprehended at once the weakness of the works at Caswell, remodelled the fort entirely, keeping the old structure as a ground to work upon, securing the brick walls, inside and out, with sand-bags and other earthworks, against heavy shot, scattering the guns, and protecting them with huge traverses, as at Fort Fisher. It would have been a most difficult place to take. I do not think ships could have had any effect upon it, as it was entirely out of the reach of our nearest shot. The monitors could not enter the channel, and had we attacked that place, as was proposed by an engineer who was totally ignorant of the hydrography, we should have failed in the naval part of the operations. It was a land or siege operation altogether. The navy would have been most effective in landing troops and covering them until they carried their approaches to within half a mile of the works. I mention Fort Caswell as showing that the rebels could have secured themselves perfectly had they planted Fort Fisher a mile further back from the eastern beach. The question now is, what is the right system to be adopted in building forts? As I have seen every kind of fort that has yet been built attacked by ships, (wooden and iron,) and in no instance did the vessels fail to capture, or aid in capturing, the forts, General Barnard has requested me to express my views, and give the result of my experience. I do so with no desire to make myself conspicuous or take a leading part in a subject which properly belongs to another branch of the service, and I only undertake to throw some light on the subject at the request of others

My first experience in fort fighting was when I was quite a boy, and while a midshipman in the Mexican navy. I belonged to a twenty-gun brig, mounting twenty-four (24) pound carronades. We attacked two Spanish brigs of war of superior force, beat them, and drove them much crippled in shore under a one (1) gun twenty-four-pounder Martello tower. This one gun opened on us, cut us up severely, and we in turn were obliged to haul

off. Here was one gun more than a match for ten (10) guns in broadside. The gun on the Martello tower was "*en barbette,*" but we had nothing but solid shot in those days, and could not have competed with the one gun if we had had twenty guns in action. My second experience was in the war between the United States and Mexico. At the siege of Vera Cruz a large battery train was landed, and quite a number of mortars, which played upon the town without seeming to affect the determination of the troops. The Mexican guns were "*en barbette*" and had no traverses; six or eight naval guns (eight-inch shell guns) were hauled up by the sailors and placed in position. Good works were constructed of sand-bags by the army engineers, and the guns in them were somewhat protected by traverses. From the time these guns opened on these town, it was very apparent that it was a mere question of a few days whether the place would surrender. The Mexicans could stand the solid shot, but were driven from their guns by the navy shells.

Had the ships gone into action at that time, which they should have done, they would have silenced the Mexican batteries in half an hour, but the old idea that two on shore were equal to seventy-four on board ship was universally accepted as true, and no one cared to go contrary to rule. I was in a small steamer at that time, the Spitfire, commanded by Captain Tatnall. After assisting with our shell guns in bombarding the town, the captain took a notion to attack the castle of San Juan de Ulloa. Quixotic as this may appear, one or two shell guns on that little steamer so disturbed the gunners in that large castle, with its numerous guns, that the steamer was struck but once, and fired over seventy (70) shells into the fort and town at a distance of less than a mile. I was then struck with the exposed condition of barbette guns, and urged Commodore Perry to attack the fort with the ships, but was not listened to. All the ships would have taken the castle in less than an hour.

My next experience with shell guns against batteries was on the Tabasco river, in the steamer Spitfire. I attempted to run past a battery of seven (7) guns pointing down the river; the guns were in embrasures. One or two shells of ours exploding over the guns, cleared out all the gunners, and, anchoring the vessel in the rear of the works, we threw in shell so rapidly, boarding it at the same time with fifty (50) men armed with cutlasses, we carried the works against a garrison of five hundred (500) men, who were driven from their unprotected guns by our shells. I made up my mind from that day that forts constructed on the present plan would never stand the fire of ships. With these early impressions upon me, I recommended in the early part of the rebellion an attack on the forts at the entrance to New Orleans, Forts Jackson and St. Philip. I consulted at that time with General Barnard, who furnished me with most correct maps and plans, and agreed with me in opinion, that the forts could be taken by ships and bomb-vessels. All the guns of these forts that were of any use were "*en barbette.*" The few that were casemated were nearly on a level with the water, the fort having settled. The history of that event is well known. The mortar vessels disabled Fort Jackson so that no ship was struck from that side, and the men at the exposed guns of Fort St. Philip were driven to shelter after a few broadsides of the vessels as they passed. The best resistance opposed by the enemy was from some rams and gunboats, but they were soon demolished and the ships passed up, having received no damage that would effect their efficiency. Here were two forts, mounting nearly one hundred (100) guns, that were passed by a squadron of wooden ships with shell guns, where the enemy had strong currents on their side, and bad shoals to interfere with the progress of our vessels.

It was perhaps one of the most difficult positions for ships to pass at night

amid smoke, flames, and rams, and, in my opinion, settled the problem about steamships passing forts when there was plenty of water. In this instance only a fleet of well-constructed monitors or powerful rams could have stopped the advance of our fleet. The enemy had vessels intended for that purpose, but they were too fragile to effect anything, and were all destroyed. New York at this moment is in a worse condition for defence than New Orleans was at that time, and a fleet of English vessels could enter New York harbor (despite all the forts) or any other harbor where obstructions cannot be placed in the channels.

Obstructions and torpedoes are a better defence than our present forts. Soon after the taking of New Orleans, I was ordered up to Vicksburg with the mortars to try and silence the batteries while Admiral Farragut's fleet passed by. The rebels had about thirty (30) heavy guns mounted at that time, which they had been permitted to mount without being troubled. They had all kinds of batteries, but most of the guns were "*en barbette*," with low traverses.

The mortars soon drove the gunners away, and when the ships passed up they threw in such a shower of shells and shrapnell, that no rebel could stand to his gun until the ships had passed. Here were thirty (30) guns on shore against forty (40) on board ships, and yet the ships passed up in safety, losing only a few men, and with little or no damage to the vessels. The same ships passed down again with a like result.

After this I was ordered to the Mississippi squadron, and co-operated with General Sherman in his attack on Vicksburg. Here I found that the rebels had constructed forts of a different order. The batteries were scattered in all directions, and there were never more than two (2) guns in one place. They also had sand-bag traverses.

Haines's bluff, up the Yazoo river, was a strong place, mounting seventeen (17) heavy guns and some smaller pieces. We attacked it with the gunboats to try its strength, and found it more formidable than we expected. Strong as it was, the men were driven from the guns, and could we have got a land force in the rear of the work it would have fallen.

The guns were not protected properly on the front from our fire nor in the rear. Haines's bluff finally fell on account of gunboats approaching it in front and the army coming up in the rear of it. It could not have stood the combined attack for two hours. At Arkansas Post I met with a new kind of work—an enclosed casemate covered with a double thickness of railroad iron, and portholes only large enough for the muzzles of the guns to get through. The fort mounted eleven (11) guns, but only three (3) of them were nine (IX) and ten (X) inch. I had nine (9) IX-inch and two (2) VIII-inch (the smaller guns were seldom used) to oppose to this in iron-clad vessels. The enemy had put up their range marks at five hundred, (500,) seven hundred, (700,) and eleven hundred (1,100) yards. I placed the gunboats only seventy (70) yards from the fort, and in three hours every gun in the enemy's batteries was disabled or dismounted. The work here was done mostly by the gunboats. The new-fashioned casemate turned out to be no better than the guns "*en barbette.*" They were perfect slaughter-houses, and were piled up with dead and wounded. Every shell that went through the port-holes killed and wounded every man in the close casemate, and those that went through the door-way killed the men at the guns mounted "*en barbette.*" This proved to me, most satisfactorily, that guns in casemates were no better protected from shells than those "*en barbette.*" I was convinced that no such casemates (and they were the strongest that I have ever seen) could stand the heavy guns of a squadron. Our next operations were against Vicksburg, where we passed down in defiance of those heavy batteries of over sixty (60) guns, and even took some fragile transports with

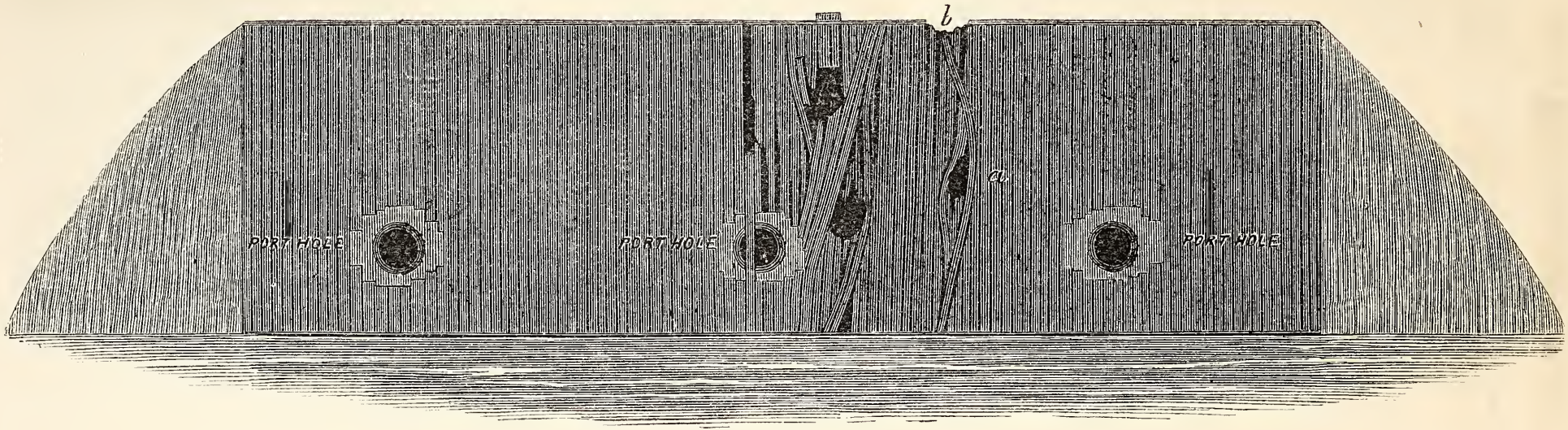
us, only one of which was lost. Little or no damage was done to the fleet of gunboats, and we lost, all told, but fourteen (14) men. The guns in Vicksburg were still mounted "*en barbette*," with heavy traverses. We inflicted more loss on them than they did on us, and our move completely sealed the fate of Vicksburg, and cut the enemy off from his supplies by the river.

In the course of that same week I attacked the heavy works at Grand Gulf, with eight iron-clads. The guns in these works were scattered (thirteen of them) over a space of fifteen hundred yards. Five of them were at an elevation of fifty-three feet; the others were at an elevation of one hundred and nine feet.

After five hours and a half fighting, all the guns were disabled except one. They were literally covered up in the earth, and after passing down and landing the army fifteen miles below, we went up and took quiet possession of them.

All these guns were mounted "*en barbette*," and the gunners could not stay at them; and although they fired well, and did us a good deal of damage, killing and wounding seventy-five persons in three vessels, they had to succumb. When General Grant made his attack on Vicksburg, in May, I attacked the lower batteries with six iron-clads, commencing at the lowest battery. We silenced the hill batteries all the way up to a nine-gun water battery, which gave us some trouble, but gradually slackened its fire, and after an action of six hours we withdrew to fill up with ammunition, with only one or two killed and seven wounded, having disabled some of the heaviest guns the enemy had. The enemy's guns were still "*en barbette*." The next fort I made a demonstration against was Fort de Russy, on Red river. This work was taken by assault by the troops, a few men only being in the fort, and the gunboats throwing only three shells over the water batteries, which set the rebels to running. I examined this fort carefully; it was an extensive and beautiful structure, with a large square work, nearly a mile from the water, and heavy casemates covered with two thicknesses of railroad iron. These portholes in the main casemate were of thick iron, and only large enough to admit the muzzles of the guns. The embrasure inside was the reverse of embrasures generally. The guns were mounted on pivot carriages. I ordered the Essex to fire on this work, at a distance of five hundred and fifty yards, to test its strength. A percussion shell was the first one fired ; it struck a point near the porthole, and tore out the iron over a surface twelve inches long (vertically) by eight inches wide. I annex a drawing of the other damages, which shows that twenty shot would have knocked the whole work to pieces. It was not as good as guns "*en barbette*."

In a number of smaller affairs on the Mississippi and Red rivers, in which the vessels of my command, with one or two exceptions, came off victorious, I was satisfied that no works yet constructed could stand the concentrated fire of heavy guns on board ship. The vessels have a great advantage ; they can engage or not, as it suits them. They can choose their distance or position, and the fort has to accept the terms, or else the people on shore must go into bomb-proofs and be captured finally by a land force. In no instance during the war, except at Charleston, have combined attacks of army and navy failed to take a fort, which shows conclusively that they were not properly constructed, and were made to be taken. The result of the late attack on Fort Fisher, by the navy, has been witnessed by Major General Barnard, and I think he is somewhat surprised at the destructive effect of the naval fire on these tremendous works. It has, I believe, convinced him that we must make a new move in fortifying our coast, for the rebels have certainly exhausted all their ingenuity in holding sea-coast defences, and have never kept us out yet when we determined to get in.



CASEMATED BATTERY.

Doubly plated with railroad iron, at the bend near Fort De Russy, Red River, Louisiana, showing effects of one shell and three solid shot fired from a 100-pounder Parrott rifle on board the United States steamer Essex, at the distance of about 550 yards, March 16, 1864.

A percussion shell was the first one fired, striking the point marked *a*, and tearing out the iron over a surface 12 inches long (vertically) by 8 inches wide. Four solid shot succeeded; two of them struck full and fair within six feet of the hole made by the shell, one struck the crest at *b*, and one struck the talus of the escarp just below the berme and beneath the middle port-hole. The solid shot broke, shattered and drove in the iron, made holes in the heavy oak backing from 18 to 30 inches long by 8 to 11 inches wide, and buried themselves deeply, the but of one being two feet below the exterior surface.

Fort Fisher is a stronger work than Fortress Monroe, against ships, although it is weak against an assault when the assault is covered by the fire of ships.

The same fleet we used at Fort Fisher would silence Fortress Monroe in a day, dismount all the conspicuous guns, and the monitors and ironsides would demolish all the casemates in a few hours.

The assaulting of such a work would be a more difficult matter, and could only be done by slow approaches and after a long siege. To show the importance of making a fort impregnable against shells or assault, which can be done, it is only necessary to read the history of the fall of Fort Fisher. It is certainly the strongest and most complete single work I ever saw, but it had the fault of being placed too close to the sea, where ships could get near it. It commanded all the works on Federal Point, and when Fisher fell, they fell also. There was no escape for one of the garrisons even.

With Fisher fell Fort Caswell, Fort Shaw, Fort Campbell, the extensive works on Smith's island, a heavy work at Smithville, and some minor works, in all amounting to one hundred and eighty-five guns, with immense quantities of munitions of war. Fort Fisher was the key to all this tremendous system of works, which will furnish food for study to our engineers for years to come, and in many cases the plans inaugurated by the rebels will be adopted by us.

I hope that we may never commit the same mistake that the rebels have, and build a fort without consulting the hydrography of its approaches. Here was a chain of works, not exceeded by anything of the kind in the world, lost to the rebels because the key to them all was placed within the reach of ships. Had Fort Fisher been built a mile further back, Wilmington could have defied us as long as the rebellion lasted.

Our success might have been greater had we been provided with a sufficient number of troops to push right ahead. The gunboats could do nothing, as the river was filled with obstructions commanded by heavy batteries. The troops, however, could not move, nor were they in sufficient numbers to do so. There was not a horse or a wagon in the whole army, and, in my opinion, there were not troops enough to hold securely a position of so much value to us. As it would take too much time and space to give a description of Fort Fisher and the adjacent works, I leave it to the abler pen of General Barnard, who has carefully examined them all. I am sure the result of his inspection has materially changed many of his views.

Now comes the question, How are we to arrange our coast defences to make them serviceable? The theory heretofore accepted, that "one gun on shore is equal to many on shipboard," is found not to be true. Since the introduction of iron-clads this idea cannot be maintained, as we now know how to construct vessels that will resist the impact of nine, ten, eleven, thirteen, and perhaps fifteen-inch shot, and the guns of which can be worked in perfect security.

The result of the firing of the iron-clads and monitors upon the land front of Fort Fisher shows that even where barbette guns are spaced ninety or one hundred feet apart, with high traverses between them, the protection to the guns is not sufficient, and that some more satisfactory arrangement of barbette guns than has yet been contrived is desirable.

It is on this point that I wish to offer my opinions, which I do with all due deference to the opinions of military engineers, who, no doubt, have their own views on the subject. In short, I propose that all our works shall be earthworks, or that those now built shall be covered with earth, the guns to be mounted in monitor turrets as they are now mounted in our monitors. It is very evident that any thickness of iron can be used on the turrets, and any size of guns employed. The turrets can be placed in such proximity

that no assault could be ventured, for, with powder alone, an assaulting party could be blown to perdition. Even if a party of assaulters should pass inside the monitors, it could accomplish nothing, as the turning turrets would sweep them from the face of the earth. The galleries under the turrets could be so arranged, and made secure against an assault, by having central turrets inside the works, that every man of the enemy that ventured there would be destroyed. The details of this plan I leave to abler minds than mine, but I am sure that this is the only method to build a fort that will resist, successfully, ships and assaults. To prevent the passage of such batteries as I have mentioned by heavy ships-of-war, it will be necessary to have inside floating batteries of monitors and ironsides, and when we have all these we can secure ourselves against the attack of every foreign power; but not until we have reached this perfection in forts can we stop a fleet of heavy wooden vessels. Foreign powers have learned by our successes, and will be apt to turn against us the experience they have gained.

Fortunately, the navy will be amply supplied with monitors, and it rests with the army to perfect its part of the defences.

The value of fortifications on land is not in the least diminished by the late results; their importance is greater than ever, but they must be properly built.

If a cheaper method than the one I have proposed can be adopted, and as good a one, I hope it will be tried.

If stone casemates can be substituted for iron, or if those now built can be protected against fifteen-inch shot, I hope it may be done, but I would prefer seeing the experiment tried on some of our stone walls before I should put my trust in them in preference to monitor turrets.

I have the honor to be, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

MISCELLANEOUS REPORTS.—NORTH ATLANTIC SQUADRON.

ENGAGEMENT WITH REBEL BATTERY ON THE SCUPPERNONG RIVER.

Report of Commander W. H. Macomb.

UNITED STATES STEAMER SHAMROCK,
Albemarle Sound, October 2, 1864.

SIR: On the 28th ultimo I was informed by Colonel D. W. Wardrop, commanding subdivision Albemarle, that he intended sending two army steamers up the Alligator river that night to capture a party of rebels who were conscripting in the vicinity of that river, and he requested me to send a gunboat up the Scuppernong river to head the rebels off should they attempt to escape that way.

I accordingly ordered Commander Harrell, of the Chickopee, to send the Valley City—the lightest draught gunboat at this time in Albemarle sound—up the river, accompanied by the tug Martin, to tow her off in case she should get aground, and I also directed Commander Harrell to station a double-ender off the mouth of the river while the Valley City was thus employed.

I must here explain that this vessel was lying near the Croatan light

house, making some slight repairs in her engine, and that Commander Harrell, as senior officer, in my absence, was in command temporarily of the vessels in the upper part of the sound.

I enclose the report of Acting Master Brooks, of the Valley City.

In crossing the bar at the mouth of the Scuppernong the Valley City grounded, and was fired upon by the rebels from a battery of Whitworth field-pieces and musketry, which she returned, and drove the enemy off, but by the time she got afloat it was too late to proceed further.

The army boat which ascended the Alligator river was successful in capturing the rebel party.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Com'dg Naval Forces, Sound, N. C.

Hon. GIDEON WELLES, *Secretary of the Navy.*

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Report of Acting Master John A. J. Brooks.

UNITED STATES STEAMER VALLEY CITY,
Albemarle Sound, N. C., September 30, 1864.

SIR: In obedience to orders of the 29th instant, I proceeded to the mouth of the Scuppernong river with this vessel, the tug Martin, and a detachment of men, in charge of Acting Ensign Gallagher, of the Otsego.

At 9 a. m. got aground on the bar. The enemy soon got information, and while endeavoring to heave off, with anchor, hawser, and the tug, the rebels came down with a battery of field-pieces, and taking position in the woods, opened fire with artillery and musketry. Could not get a gun to bear for some time, and they improved the opportunity by firing as rapidly as possible, shells bursting all around, several pieces striking the vessel. One shot passed through the bulwarks, but most of them over us.

With the assistance of the tug I finally managed to bring the ship round into a position to bear, with the guns trained sharp aft, and gave them as good as they sent. They soon shifted their position, but, by watching closely, could perceive their next, and soon silenced them, and they limbered up and drove out of sight.

The bulwarks being plated with iron, it stopped the musket-balls and caused some of the shells to glance. Several musket-balls passed through the light wood-work of the wardroom and cabin, but am glad to state that no one was hurt, with the exception of one or two slight scratches.

I fired forty-seven 32-pounder 5-second shell; twenty-two Hotchkiss percussion shell from 12-pounder howitzer.

I have to mention Acting Ensign R. Summers, commanding the tug Martin, for his assistance; also Mr. Gallagher, of the Otsego, and Mr. Webster, my executive officer, and the officers and crew on board, for their good behaviour, &c.

At 9 p. m. got afloat and anchored for the night.

Very respectfully, your obedient servant,

JOHN A. J. BROOKS,
Acting Master, Commanding.

Lieutenant Commander H. N. T. ARNOLD,
United States Steamer Otsego.

RECONNOISSANCE OF THE ROANOKE RIVER, N. C.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON,
U. S. Flag-Ship Malvern, Hampton Roads, November 16, 1864.

SIR: I have the honor to enclose herewith the report of Lieutenant Commander Truxtun, of the Tacony, in which he warmly commends Acting Ensign R. Sommers, of that vessel, in a reconnoissance of the Roanoke river, which reports are approved and forwarded by Commander Macomb, commanding the district of the sounds.

I wish to join my commendations to those above mentioned, and to call the special attention of the department to the gallantry and skill displayed by Mr. Sommers in this affair.

I have the honor to be, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

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Report of Lieutenant Commander W. T. Truxtun.

UNITED STATES STEAMER TACONY,
Albemarle Sound, N. C., October 25, 1864.

SIR: I have to report to you that, with your approbation, I sent on the 22d instant Acting Ensign R. Sommers in one of the cutters of this vessel, with a crew of seven men, on a reconnoissance up the Roanoke river.

Mr. Sommers has just reached the ship, and states that about meridian of the 24th instant, while on his return, he was fired into by a party of rebels placed in ambush, by which John Williams, quartermaster, was killed; William G. Green, ordinary seaman, seriously wounded in the head; and the boat so badly shattered as to cause her to sink, and force himself and party to take to the swamp.

After great exertion, and with his usual indomitable perseverance, Mr. Sommers succeeded in constructing a raft, on which he made his way to the mouth of the river, where he was picked up by the boats of the Wyalusing. He brought with him William G. Green, wounded, and Charles Seaton, quartermaster.

Mr. Sommers says Green behaved, as usual, in the most gallant manner I know that Mr. Sommers did.

The missing are no doubt still in the swamp, and we may be able to find them. One of the missing men while in the swamp, and still under a heavy fire from the opposite bank, reported himself as wounded in the arm; the voice sounded like that of McKenzie, seaman.

I append a list of the killed, missing and wounded:

John Williams, quartermaster, killed; William G. Green, ordinary seaman, wounded, head; John Scott, coxswain, missing; Henry Parker, seaman, missing; Samuel McKenzie, seaman, missing, and supposed to be wounded.

Very respectfully, your obedient servant,

W. T. TRUXTUN, *Lieutenant Commander.*

Commander W. H. MACOMB,
Commanding District of the Sounds, N. C.

List of casualties.

UNITED STATES STEAMER TACONY,
Albemarle Sound, N. C., October 29, 1864.

SIR: I have to state that the following men, reported as "missing" from a reconnoitring party on the 25th instant, have this day returned to the ship after being four days in the swamp without food, viz:

John Scott, coxswain; Henry Parker, seaman; Samuel McKenzie, seaman, wounded—doing well. They were brought off by a party from the torpedo boat Belle.

Very respectfully, your obedient servant,
W. T. TRUXTUN, *Lieutenant Commander.*

Commander W. H. MACOMB,
Commanding Division of the Sounds, Albemarle Sound, N. C.

DESTRUCTION OF A BLOCKADE RUNNER OFF CAPE FEAR RIVER.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON,
Flag-Ship Malvern, Norfolk, December 7, 1864.

SIR: I have the honor to report, that on the morning of the 3d instant the United States steamer Emma drove a large two-smoke-stack steamer on shore off entrance to Cape Fear river. Afterwards a portion of the fleet went in and destroyed her.

I enclose report of Lieutenant Commander George W. Young, senior officer present.

I am, sir, very respectfully, your obedient servant,
DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander George W. Young.

UNITED STATES STEAMER MARATANZA,
Off Western Bar, Cape Fear River, December 4, 1864.

SIR: I have the honor to report, that on the morning of the 3d instant, at about 5.30 a. m., the steamer Emma discovered and succeeded in driving a large two-smoke-stack steamer blockade-runner, evidently bound in, on shore on Marshall's shoal, Smith's island. After seeing her grounded, Acting Volunteer Lieutenant Dunn, of the Emma, having reported the fact to me, I directed the Britannia, Acting Volunteer Lieutenant Huse, and the Aries, Acting Volunteer Lieutenant Wells, to run in and try the range, and if they found it practicable, to endeavor to disable the vessel so as to prevent her getting off. Finding that the 30-pounder rifle would reach by the vessel keeping under way to avoid the batteries, and the Pequot, Lieutenant Commander Braine, arriving about this time, I moved all the vessels into a position south of the forts and commenced firing upon her. At long range I estimate that she was struck some forty times; the Pequot, in her second or third fire, exploding the boilers. After one hour's ebb Lieutenant Commander Braine returned to the squadron. Seeing that the vessel was on shore, it was decided that we should make the attempt to burn her after dark, as she lay directly

under the guns on Smith's island; but owing to a southwest wind, which sent a heavy swell in-shore, and consequently breaking outside of her, obscured the vessel, and we were unable to attempt it. At daybreak, Acting Volunteer Lieutenant Devens, commanding the Tristram Shandy, ran in and sighted her, firing several projectiles into her, and from his report she is bilged and gone down by the head. As soon as boats can approach her I shall endeavor to destroy her by fire. The night expedition fitted out for last night's services I placed under charge of Acting Volunteer Lieutenant Huse, of the Britannia, with the Emma, Acting Volunteer Lieutenant Dunn, Tristram Shandy, Acting Volunteer Lieutenant Devens, and Nansemond, Acting Master Porter, with a boat's crew, and a boat from each one of the blockading fleet; and I only regret to say that the weather prevented them from successfully operating. I would also mention that the Chippewa, Lieutenant Commander Weaver, and Huron, Lieutenant Commander Selfridge, rendered assistance in the forenoon with their 11-inch guns, and also furnished boats for the night expedition. I have only to regret that this vessel could not take her place in the destruction of this blockade-runner, as her 100-pounder rifle has given evidence of great weakness, and both pivot slides having been condemned by survey some time since, and I am endeavoring to nurse them as much as possible until they are renewed.

Very respectfully, your obedient servant,

GEORGE W. YOUNG,
Lieut. Commander and senior officer present.

Rear-Admiral DAVID D. PORTER,
Com'dg N. Atlantic Blockading Squadron.

DESTRUCTION OF THE BLOCKADE-RUNNER ELLA.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, UNITED STATES FLAG-SHIP MALVERN,
Off Norfolk, December 9, 1864.

SIR: I enclose you a report of the burning and destruction of the blockade-runner Ella, loaded with arms and ammunition, and bound into Wilmington. She was set fire to under the enemy's batteries by Acting Ensign Isaac S. Sampson, of the United States steamer Emma. The affair reflects credit on all concerned.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander George W. Young.

UNITED STATES STEAMER MARATANZA,
Off Western Bar, Wilmington, N. C., December 6, 1864.

SIR: I have the honor to enclose a copy of the report of Acting Volunteer Lieutenant Dunn, commanding United States steamer Emma, together with that of Acting Ensign Sampson, of same vessel, of the destruction of the blockade runner Ella, which vessel was forced on shore on the morning of the 3d instant.

By the judicious arrangements made by Acting Volunteer Lieutenant Dunn, and the strict attention to the same by Acting Ensign Sampson, as-

sisted by Acting Third Assistant Engineer Churchill, the expedition proved a perfect success, which would probably not have attended it if more boats had been employed, as the enemy were thrown off their guard by the interval allowed to intervene between her being run on shore and last night's reconnoissance and her destruction. The steamer was evidently loaded with arms and munitions of war, and, from the report of Acting Ensign Sampson, must be new. From papers found on board, she must have sailed from Nassau some time in the latter part of November. It was satisfactorily proven that the fire opened on her by the Britannia, Aries, Pequot, Emma, Huron, and Chippewa, after she was grounded, was most effectual in placing her in a condition which rendered it impossible to get her off; and since she was fired, it precludes the slightest chance of saving her cargo, except in small portions and in a damaged condition. From the verbal report of Acting Volunteer Lieutenant Dunn, the Ella is an iron steamer, the paddle-boxes and masts being of the same material. I would also state that whilst cruising on night station, picked up a box, marked [L C]18, evidently having contained rifle shell of 5½ inches in diameter, which box must have been thrown overboard from the Ella, as a large quantity of boxes of the same description were passed during the first and mid watches.

I am, sir, very respectfully, your obedient servant,

GEO. W. YOUNG, *Lieut. Com'dg.*

Rear-Admiral DAVID D. PORTER,
Commanding N. A. B. Squadron, Hampton Roads, Va.

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Report of Acting Volunteer Lieutenant Thomas C. Dunn.

UNITED STATES STEAMER EMMA,
Off Western Bar, Wilmington, December 6, 1864.

SIR: I beg, respectfully, to report that, being on my station last night near the blockade-runner driven ashore by this vessel on the morning of the 3d instant, and deeming the opportunity a favorable one for attempting her destruction, in accordance with your suggestions of yesterday, I sent in a boat, in charge of Acting Ensign Isaac S. Sampson, with instructions to examine her carefully, and, if possible, to board and set her on fire. I ordered him to take some prepared 24-pounder howitzer shells and place them where their explosion would cause the greatest damage to her machinery. Acting Third Assistant Engineer A. L. Churchill accompanied the expedition for that purpose. Enclosed you will please find the report of Acting Ensign Sampson, which will show how the work was performed. I consider the destruction of the steamer as very complete, as she burned fiercely for three hours, the shells placed in her machinery exploding after she had been burning half an hour. The conduct of the officers and men engaged in the expedition commands my warmest approval. I enclose also the only papers found on board, (a cargo receipt,) as showing the steamer's name to be the Ella. In returning to the ship the boat was fired on by the shore batteries, but no damage was done.

Very respectfully, your obedient servant,

THOS. C. DUNN, *Acting Vol. Lieut., Com'dg.*

Lieut. Commander GEO. W. YOUNG,
Senior Officer off Western Bar, Wilmington, N. C.

Report of Acting Ensign Isaac S. Sampson.

UNITED STATES STEAMER EMMA, N. A. SQUADRON,
Off Wilmington, N. C., December 6, 1864.

SIR: I beg leave to make the following report and detail relative to burning the blockade steamer Ella: After leaving the ship, about 1.30 a. m., I steered in towards Bald Head light, according to your instructions previous to leaving the ship. According to your instructions, I had my oars muffled. One officer, Acting Third Assistant Engineer A. L. Churchill, and six men, named as follows: James Green, boatswain's mate; Charles Miller, sailmaker's mate; Peter Hans, ordinary seaman; William Scott, ordinary seaman; Joseph Fitzpatrick, landsman; Charles Chapman, landsman, and for good conduct throughout the expedition demands my unqualified commendation. I steered directly for Bald Head light until in seven feet of water. I sighted the blockade-runner ashore, I should judge about 250 yards from the beach. I heard the sentries passing the word on shore very distinctly, at same time pulling cautiously towards the blockade-runner. Not seeing any one on board, I went alongside under her port bow (it being the off-shore side.) I boarded her, leaving two men in charge of the boat. I then placed one on watch (my boat's crew armed with cutlasses and pistols;) with the others I went towards the after part of the ship. The first room I looked into was the pivot-house, being forward of all houses on deck. I had a dark lantern with me. The next rooms were the ship's galley and storeroom. There I made preparations to light a fire, wetting the fuel well with turpentine, which I took from the Emma for that occasion. I then proceeded further aft into the room over the engines. (The engines were two powerful oscillating engines.) I then made ready to make another fire, wetting the fuel with turpentine, as before. I then proceeded further aft to a mess-room. There I made ready for another fire; then proceeding further aft, I came to the captain's cabin, where I made search for papers to identify the steamer's name. I found some "Nassau newspapers" and a receipt for some cargo which had been received on board at Nassau, which receipt gave me the steamer's name as Ella. The Ella we should judge a new steamer of about 1,000 tons burden. She was a side-wheel steamer, with two smoke-stacks and two masts. There were heavy boxes and barrels about the decks. What they contained I was unable to ascertain, not daring to show a light on deck. I was unable to get into the ship's hold, it being half full of water. I then caused some 24-pound shells to be taken out of my boat, which I took from the Emma, in obedience to your orders, and I placed them as near the engines as possible (the fuzes being already cut.) Having done all in my power, I deemed it prudent to light my fires and make good my retreat, which I did as follows: I caused my boat's crew to get into the boat, excepting Acting Third Assistant Engineer A. L. Churchill and one man, which I detained on board to aid me in setting fire to the ship. I then repaired to the captain's cabin and there lit the first fire; then into the mess-room and there lit the second fire, while Acting Third Assistant Engineer Churchill lit the fire in the engine-room. I then repaired into the ship's galley and there lit the last fire; then, after making sure that she was well fired, I ordered all the boat's company into the boat, and getting in myself proceeded out towards the United States steamer Emma's night station, and arrived on board at 4.30 a. m. At this time the sky was well illuminated by the flames from the blockade-runner steamer Ella. At this time there was heavy firing from the batteries on shore at Smith's island.

P. S.—I took from the blockade-runner Ella seven Enfield rifles, with bayonets, and one ship's compass.

I am, very respectfully, your obedient servant,

ISAAC S. SAMPSON, *Acting Ensign, U. S. N.*

Acting Vol. Lieut. T. C. DUNN, *Com'dg U. S. Steamer Emma.*

DESTRUCTION OF THE BLOCKADE-RUNNER PETREL.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
Off Beaufort, N. C., December 15, 1864.

SIR: I have the honor to report the destruction of the blockade-runner Petrel, driven ashore by the gunboats at New inlet, Cape Fear river; she was fired upon and sunk, and was finally totally destroyed by a northeast gale. She had on board a large cargo of arms and munitions of war, all of which were lost; the wreck lies within reach of our guns. Blockade-running seems almost as brisk as ever, and I suppose will continue so as long as it is remunerative. The new class of blockade-runners are very fast, and sometimes come in and play around our vessels; they are built entirely for speed. Within the last fifty days we have captured and destroyed five million five hundred thousand dollars worth of enemy's property in blockade-runners. To submit to these losses, and still run the blockade, shows the immense gains the runners make, and the straits the enemy are in.

I am, sir, very respectfully,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

JOINT EXPEDITION TO RAINBOW BLUFF, ON THE ROANOKE RIVER.

Report of Rear-Admiral D. D. Porter.

NORTH ATLANTIC SQUADRON, U. S. FLAG-SHIP MALVERN,
At sea, off New Inlet, N. C., December 20, 1864.

SIR: I have the honor to enclose herewith a report from Commander Macomb in relation to his operations.

As I am not now in a position to advise him, I have to trust that he will do everything for the best.

I am, sir, very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander W. H. Macomb.

UNITED STATES STEAMER WYALUSING,
Roanoke River, N. C., December 11, 1864.

ADMIRAL: I have the honor to make the following report of the operations of the naval part of the expedition to capture Rainbow Bluff, in obedience to your orders of the 1st December:

The arrangements, which I mentioned in my Nos. 56 and 57, having been completed, I started up the river from Plymouth at 5 p. m., December 9, in the Wyalusing, leaving the Shamrock (as she cannot go stern foremost) to guard Plymouth. The Otsego and Valley City, and tugs Belle and Bazley, and the picket-boat No. 5, started at the same time, and I left orders for the Chicopee, Ceres, and Commodore Hull to follow as soon as they should arrive at Plymouth.

After steaming slowly up the river we arrived at a sharp bend just below Jamesville, where I came to anchor for the night, the army force having agreed to communicate with me at this town. After coming to anchor in the Wyalusing, I made signal for the other vessels to do so also. In obedience to this order the Otsego had stopped her engine and was just about to let go her anchor, when a torpedo exploded under her on the port side, and shortly afterward another exploded under her forward pivot gun, which was thrown over on the deck by the concussion; the two explosions injuring her so badly that she sank in a few moments, her spar-deck being about three feet under water. Fortunately, no one was killed on board the Otsego, and, with the exception of a few slight scratches, no one was injured. The Otsego had spars rigged out ahead of her, to which was fastened a net for the purpose of catching the torpedoes, and two were found in the net after she sunk. She must have stopped directly on top of a line of these infernal machines. The night passed without disturbance, and in the morning I determined to send the Bazley to Plymouth to find out what the army were doing, and to get rations from the Shamrock for the Otsego's crew. I also wished to get up a coal schooner to take the guns from the Otsego. I got the Bazley alongside the Wyalusing and sent Acting Assistant Paymaster Sands on board to take the despatches to Plymouth, and then sent the tug to the Otsego to get some men and an officer. When the Bazley had got within a few yards of the Otsego another torpedo exploded under her, and she went down right alongside the Otsego. By this explosion two men were killed, but none of the officers.

While at this place we fired with musketry and great guns into the woods on the banks, partly to let the army forces know where we were, and partly to drive off any rebels that might be skulking there. We, however, heard nothing from the army that day, and in the evening I sent the picket-boat No. 5, with an armed launch belonging to the army, up the river to try and get some news from the army forces. The pilot of the Wyalusing, Mr. Everett, went in the launch and took the boats through a place called Devil's Gut, by that means avoiding a long reach of the river and coming out a short distance below Williamston. Here they sent up two rockets and fired a gun or two, but no answer was made. The boats returned this morning with intelligence obtained from negroes on the river, that the river was full of torpedoes, there being as many as forty in one place on the river.

These torpedoes are made on some new plan, with an air-chamber above the powder, on the same principle as that used by Lieutenant Cushing. They are very sure, and every one we have picked up was in good condition, two of them bursting as we were hauling them ashore, but hurting no one. I forgot to mention that after the destruction of the Bazley we had the river dragged all around, and *six* more torpedoes were picked up—all right by the Otsego. Since the return of the boats, which I sent up to Williamston, I have determined to send a first assistant engineer, S. C. Midlam, to you with despatches, to inform you of our situation, and ask your advice. In the mean time we will continue up the river, though our progress will be very slow, for we shall have to drag all the way before us with small boats, that being the only way we can proceed with the vessels with any safety. I have taken out most of the guns from the Otsego, and am continuing the

work. I have sent for a diver with his submarine apparatus, with which he has been examining the Albemarle, to examine the Otsego.

When we advance any further, it will be necessary that we have more vessels; otherwise, we will be unable to patrol the river below us, and, consequently, the rebels will be able to lay more torpedoes, and blow us up on our return.

Very respectfully, your obedient servant,

W. H. MACOMB,
Commander, Com'dg Dist. Sounds, North Atlantic Squadron.

Rear-Admiral D. D. PORTER,
Commanding North Atlantic Squadron.

P. S.—11 a. m., December 11, 1864.—We are now making preparations to advance, and will start in a short time.

Report of Lieutenant Commander H. N. T. Arnold.

UNITED STATES STEAMER OTSEGO,
Off Jamesville, Roanoke River, N. C., December 11, 1864.

SIR: It becomes my unpleasant duty to report the sinking of this vessel on the evening of the 9th instant by torpedoes laid down by the rebels off this place. The first explosion which caused this mishap occurred at about 9.15 p. m., the torpedo exploding against the port side of the ship, under the wheel. It was followed by another about ten minutes later under the foremast. She commenced sinking rapidly at the time of the first explosion, and immediately after the second she sunk in two and a half fathoms of water.

Every precaution was taken which time and the ingenuity of my ship could devise, before ascending the river. To Mr. Samuel C. Middlam, senior engineer in charge, I am much indebted for the plan adopted to prevent what unfortunately occurred. By this plan we secured two torpedoes. No lives, I am happy to state, were lost by her sinking. I enclose the report of the surgeon, containing a list of the casualties caused by the occurrence. I was ably seconded by my officers and crew in this difficulty.

I am, sir, very respectfully, your obedient servant,

H. N. T. ARNOLD,
Lieutenant Commander, Commanding U. S. Steamer Otsego.

Commander W. H. MACOMB, U. S. N.,
Commanding District of the Sounds, N. C.

ENGAGEMENT WITH HOWLETT'S BATTERY.

Report of Lieutenant Commanding G. W. Sumner.

UNITED STATES STEAMER MASSASOIT,
James River, Virginia, January 24, 1865.

SIR: I have the honor to submit the following report of the part taken by this vessel in the action of to-day.

At 9.50 a. m. I received the order to get under way and proceed up the river, prepared for action. At 10.08 a. m. was under way, and passing the United States steamer Hunchback, took station astern of the United States steamer

Onondaga, and proceeded up within range of the swamp and Howlett House batteries. At 10.12 beat to quarters, and prepared the ship for action. At 10.35 opened fire upon the swamp and Howlett House batteries. At 11.55 a. m. ceased firing, and dropped down below Dutch Gap canal and went to dinner. At 0.16 p. m. came to anchor off Aiken's landing, astern of the United States steamer Onondaga, being for the greater part of the time very nearly abreast of the "Crow's Nest" battery, of which the enemy have very accurate range. We were struck several times by shot and shell, but sustained no serious injury. Too much credit cannot be given to the officers and crew for the manner in which they conducted themselves during the action. It being the first action the crew ever participated in, they deserve special commendation, acting, as they did, like veterans. Our list of wounded amounts to five. For full particulars of wounded and injuries received I would most respectfully refer you to the enclosed reports of the surgeon, chief engineer, boatswain and carpenter. Injuries in the sailmaker's department are entirely unimportant. At the first start there was a slight difficulty with the engine which detained us a few moments.

I am, sir, very respectfully, your obedient servant,

G. WATSON SUMNER,
Lieutenant Commanding pro tem.

Commander WM. A. PARKER,
Com'dg 5th Div., N. A. B. Squadron, U. S. S. Onondaga.

Report of casualties.

UNITED STATES STEAMER MASSASOIT,
James River, Virginia, January 24, 1865.

SIR: In obedience to General Order No. 53, I beg leave to submit the following list of wounded during the action of to-day:

William Mosher, captain after-guard, in head and back; serious. Thomas Fogerty, landsman, in shoulder; light. William G. Hudson, landsman, in right breast; serious. James S. H. Black, landsman, contusion; slight. Horace Randall, boy, contusion; slight.

I am, very respectfully, your obedient servant,

G. WATSON SUMNER,
Lieutenant and Executive Officer.

Rear-Admiral D. D. PORTER,
Com'dg North Atlantic Squadron, Flag-Ship Malvern.

JOINT EXPEDITION UP PAGAN CREEK, VIRGINIA.

Report of Commodore J. F. Schenck.

UNITED STATES STEAMER POWHATAN,
Hampton Roads, February 7, 1865.

SIR: I have the honor to report, that on Sunday, the 5th instant, Brigadier General C. K. Graham sent an officer of his staff to inform me that he was now ready for an expedition to Pagan creek and vicinity, in search of torpedo boats, which expedition had been delayed in consequence of the ice and asked my co-operation with two armed launches and a sufficient number

of boats to land 150 men. In compliance with this request, at 6 p. m. I despatched the steamer Delaware with the two launches and three cutters, all the available boats of this ship, and two boats from the Alabama, having previously directed Captain Kilty, of the Roanoke, to have three boats in readiness to join the expedition at Newport News at 8 p. m. The expedition returned to the ship this morning at 2 a. m., having succeeded in capturing a torpedo and boat, and a rebel naval officer, Ensign Heines. For further particulars I refer you to the enclosed letter of General Graham.

Lieutenant George W. Wood, of the Roanoke, was the senior naval officer engaged in this expedition, whose report will be forwarded to the department as soon as I receive it.

I regret to add, that one of the men of this ship, Svena Svendson, ordinary seaman, was accidentally wounded, seriously, but not dangerously.

Very respectfully, your obedient servant,

J. F. SCHENCK,
Commodore, and Senior Officer present.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Complimentary letter of Brigadier General C. K. Graham to Commodore J. F. Schenck.

HEADQUARTERS NAVAL BRIGADE,
James River, February 6, 1865.

COMMODORE: I desire to express my thanks for the important assistance rendered by Lieutenant Wood, of the navy, and the officers and men under his command, on the banks of the James river, and on Chucatuck creek, last night and this morning, and my approbation of the manner in which they subsequently searched the creeks and banks adjoining Jones's and Chucatuck.

Pagan creek was likewise thoroughly examined for a distance of three miles above Smithfield, by boats belonging to my own command. Lieutenant Wood had the good fortune to capture in Jones's creek a torpedo boat, and a torpedo weighing 75 pounds, already adjusted; and Major Hassler, of this command, captured Ensign Heines, of the confederate navy, who was the leader in the destruction of a schooner in Warwick river last fall, and a participator in destroying the tug-boat Lizzie Freeman, off Pagan creek, in December last.

I am also under obligation to Acting Master Eldridge, of the steamer Delaware, and to the officers of the vessels stationed off Pagan creek, for the assistance rendered by them.

I am, very respectfully, your obedient servant,

CHARLES K. GRAHAM,
Brigadier General.

Commodore J. F. SCHENCK,
Commanding United States Steamer Powhatan.

REMOVAL OF OBSTRUCTIONS IN JAMES RIVER, VA.—LIST OF VESSELS DESTROYED BY THE REBELS ON EVACUATING RICHMOND, VA., &c.

NORTH ATLANTIC SQUADRON,
United States Flag-Ship Malvern, April 5, 1865.

SIR: As the movements here have been of a military character, and have been regularly reported to the War Department, I have not deemed it necessary to report anything to the department. After I was satisfied that the rebels were about to evacuate Richmond, I commenced removing the obstructions below Howlett's battery, and in the course of the night after succeeded in getting a channel through and removed the torpedoes. The gunboats moved up to Drury's, where the obstructions again presented a bar to further progress.

On the 4th of April I accompanied the President up to Richmond, where he was received with the strongest demonstrations of joy. We found that the rebel rams and gunboats had all been blown up with the exception of an unfinished ram, the Texas, and a small tug gunboat, the Beaufort, mounting one gun. The following is a list of the vessels destroyed:

Virginia, flag-ship, four guns, iron-clad; Richmond, four guns, iron-clad; Fredericksburg, four guns, iron-clad; Nansemond, two guns, wooden; Hampton, two guns, wooden; Roanoke, 1 gun, wooden; Torpedo, tender; Shrapnell; Patrick Henry, school-ship.

Some of them are in sight above water and may be raised. They partly obstruct the channel where they are now, and will either have to be raised or blown up.

The Beaufort and Texas I have taken for the use of the navy.

Tredegar Works and the naval ordnance depot remain untouched.

Very respectfully, your obedient servant,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington City, D. C.

EFFECT OF SHOT FROM A MONITOR ON A REBEL IRON-CLAD IN JAMES RIVER, VA.

WASHINGTON CITY, *April* 25, 1865.

SIR: While in Richmond I met a person who informed me that he had served as pilot on board one of the iron-clads (rebel) which came down to attack our forces. He stated that one solid shot from the Onondaga passed through both sides of the one with which she was engaged, inflicting serious injury to the hull and killing and wounding several of the crew. One 15-inch shell from the Onondaga's gun struck the same iron-clad on the knuckle, and the shell entered three or four feet, but not exploding did no material damage. Another solid shot is said to have struck the same iron-clad in the casemate, shattering it very much. The three shot mentioned so disabled the rebel ram that she could not have gone into action. I merely mention what was told me, and which I believe to be true. It shows the effect of 15-inch shot on heavy-built vessels.

I have the honor to remain, very respectfully,

DAVID D. PORTER, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

SOUTH ATLANTIC SQUADRON.

JOINT ARMY AND NAVY MOVEMENTS TO ESTABLISH CONNEXION WITH GENERAL SHERMAN.

Reports of Rear-Admiral J. A. Dahlgren.

FLAG-SHIP PHILADELPHIA,
Port Royal, S. C., November 26, 1864.

SIR: The information that reaches us from rebel sources shows that the army of General Sherman was this side of Milledgeville a few days since, and it is inferable that his course is this way.

General Foster and myself will do what our forces allow to assist in establishing a connexion with General Sherman.

General Foster proposes to move on the night of the 28th for this purpose. I am to cover his landing and furnish a battery of six howitzers to march with his troops. * * * * * * * * *

I have the honor to be, very respectfully, your obedient servant,

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. Blockading Squadron.

HON. GIDEON WELLES, *Secretary of the Navy.*

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, November 30, 1864.

SIR: My co-operation having been requested by General Foster in an attack to assist the movement of General Sherman, I lost no time in contributing all the force that I could withdraw from the blockade.

The night of the 28th was appointed for directing our forces up the Broad river and into one of its forks, when a short march led directly to the railroad connecting Savannah with Charleston, (marked on sketch accompanying this, per Fulton.) Accordingly, I ordered the Pawnee, Mingoe, and Pontiac, from Charleston, the Winona, from Ossabaw, the Wissahickon, from Wassaw, and the Sonoma, from under repair. General Foster had also desired to have the aid of a navy field battery. I organized two, of four pieces each, especially for the occasion, and supported it with four half companies of sailor skirmishers and four companies of marines, the whole force not exceeding 500 men, but as carefully drilled as the brief space of time allowed, and this was only rendered possible by the untiring efforts and fine ability of the officers selected, Lieutenant Commander Matthews for the artillery, Lieutenant O'Kane to command the battalion of sailors, Lieutenants Whitehead and Hayward assisting, together with many volunteer officers, Lieutenant Kennison, Acting Master Gillespie, and numerous others, whose names I will take another opportunity to mention. The marines were under the command of the only marine officer here, Lieutenant G. G. Stoddard.

Nor should I omit to speak of the men themselves. They went to the difficult task with a fidelity and earnestness that is worthy of all commendation.

On the evening of the 28th the guns and men of the navy battalions were embarked in the Mingoe, Pontiac, and Sonoma, but when the hour arrived the fog hung so thickly over this side of the bay that it seemed impossible to move, especially as there were so many vessels and but one pilot. About 4 a. m. it was not quite so thick, and I determined to make the attempt.

Feeling about in my flag-ship, skilfully directed by Fleet Captain Bradford, the several vessels were collected, and with two very light-draught steamers we commenced to feel the channel.

Fleet Captain Bradford succeeded in taking the vessels through the shoals at the entrance of the river, and the pilot was then sent ahead in the Pontiac.

The squadron of nine vessels continued to grope along in a fog so thick that the nearest shore was only visible when quite close to it, and most of the time the vessels nearest ahead and astern of me were indistinct, the tugs Daffodil and Petite feeling their way on each side.

Twenty miles were thus achieved up a river where not an officer or man of us had been before, save the pilot, and by 8 o'clock I had the satisfaction of finding myself, with five of the six steamers, at the landing designated—Pawnee, Commander Balch; Mingoe, Commander Creighton; Pontiac, Lieutenant Commander Luce; Sonoma, Lieutenant Commander Scott; Winona, Lieutenant Commander Dana. The Wissahickon, Lieutenant McGlensey, grounded soon after entering the river, and did not succeed in joining me. But not a sign of the troops was visible, and I began to fear that some mistake had been made, when a transport was seen coming up with General Hatch—flag, blue broad pendant.

In less than half an hour the two batteries of navy howitzers, with the nine companies of sailors and marines, were landed, formed and advanced, under Commander Preble, in skirmishing order, guns and men. Meanwhile, other transports with troops arrived and began to debark.

I advanced with the navy battalions, and remained ashore for a couple of hours; when I left them to return to my duty afloat, they were then halted about a mile in the front—the troops still forming at the landing. General Foster arrived about 2 p. m., having been misled in the fog, and transports continued to arrive with troops and artillery through the day.

The rebels seemed to be entirely surprised. While approaching the landing I had heard a loud whoop or halloo ashore, which I supposed to proceed from our own men, but in a few minutes a glimpse through the fog showed the impromptu habitation of a picket who had thus sounded the alarm.

General Foster returned to Port Royal about 4 p. m.; and as the naval part had been completed, and other matters below required attention, I also left in the evening, ordering back two or three vessels which were not needed up the river any longer.

The double-enders, with the Pawnee, lay in line close up to the bank, presenting a line of heavy cannon that nothing but a regular work could have endured, and illustrating very happily the fine adaptation of the double-enders to river work. No swinging was allowed, but an anchor at each end absolutely secured them head and stern, allowing them to trip and move up or down as required, with perfect ease.

The entire line of guns amounted to one XI-inch, twelve IX-inch, and six 100-pounders, or nineteen very heavy cannon, and sixteen howitzers, in a continuous broadside. The completing in such numberless details of organization a force at so short notice was due to the untiring attention and energies of Fleet Captain Bradford. And the excellent service rendered by my young and only aid, Ensign Dichman, also deserves my particular mention.

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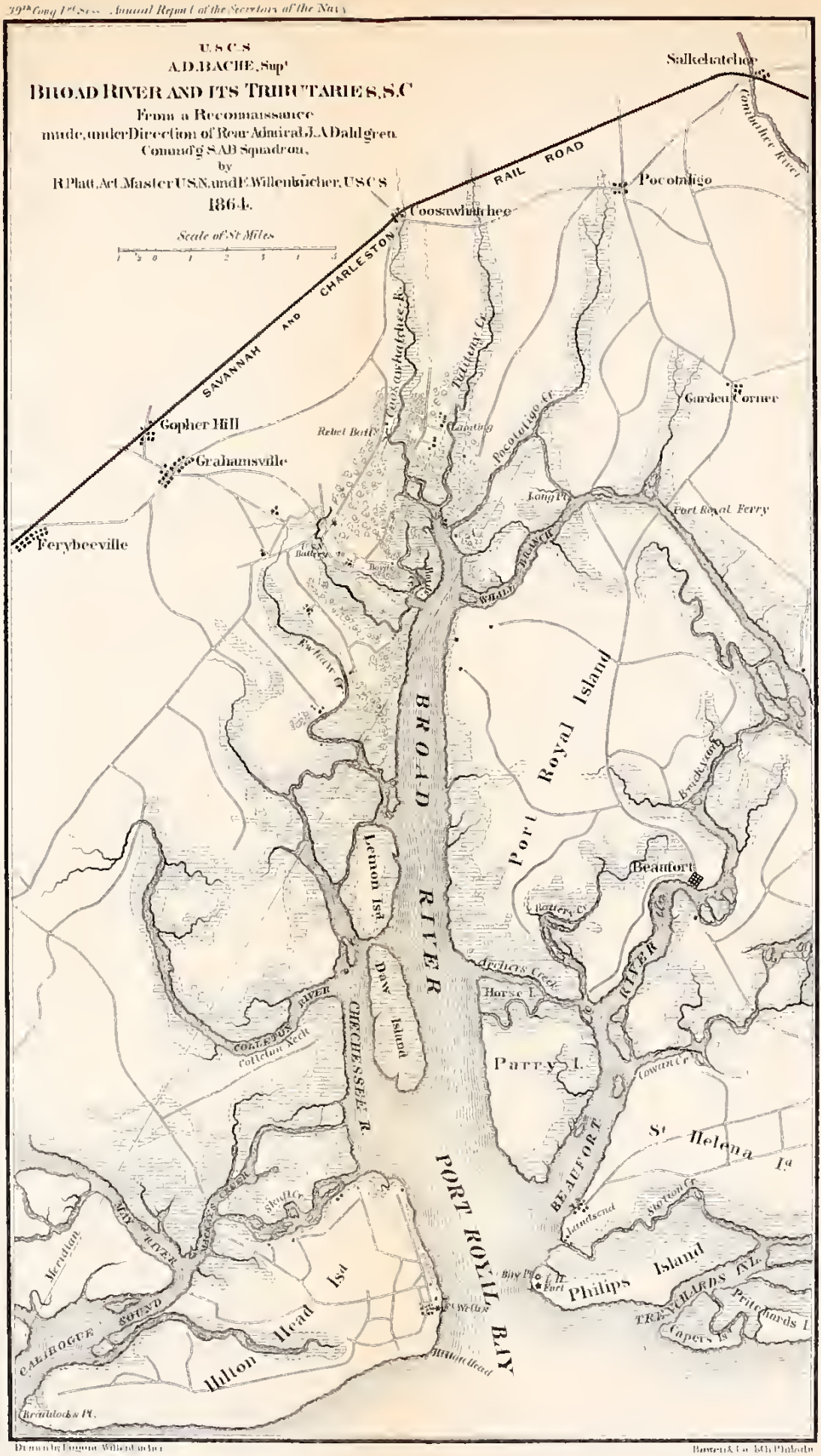

Drawn by Eugene Willenbücher

Bowen & Co. Lith. Philada

I have only to add that the success of the troops is anxiously looked for' though, for one, I feel not a doubt that we shall be in connexion with General Sherman before long. Just before leaving the landing, I heard from an officer that he had left Commander Preble, with the navy howitzers and men, some four miles up the country, which I immediately made known to General Foster, so that they might have proper support.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. A. B. Squadron.

Hon. Gideon Welles, *Secretary of the Navy.*

Flag-Steamer Philadelphia,
Broad River, S. C., December 7, 1864.

Sir: My despatch of the 30th ultimo informed the department of the movement at Boyd's creek by the forces under General Foster and myself.

Everything seemed to look well on Tuesday evening. On Wednesday (30th) the advance was made directly upon and towards the railroad above Grahamsville. The rebels had, however, by this time collected in force, and were impeding the march of the troops by musketry and a few small pieces, but the advance continued, and before long General Hatch, who commanded, found further progress barred by a work which looked upon the road, and was covered on the flanks by heavy woods and other obstructions.

I have not yet sufficient exact information to convey a correct idea of the conflict, or its locality, but our understanding of the matter is, that the general assaulted the work and was repulsed with heavy loss.

The fleet brigade did its duty fully, and rendered good service with its boat howitzers as well as its musketry.

I have not yet received any official reports to me, and am unable, therefore, to transmit them, but will do so at the first opportunity.

The rebels did not attempt to come out from their position, and General Hatch drew off at his leisure and fell back to a more convenient position, where he remained.

On Sunday, General Foster, with a few tugs, one of them the Daffodil, (navy,) and two or three hundred men, went into Whale Branch, ascended nearly to Port Royal ferry, and surprised a small work of two or three light pieces—the guard running away, evidently surprised.

At the same time I passed to the head of Broad river and into the Coosahatchie with the Pawnee and Sonoma, where a small work with a couple of small guns was placed so as to bar the passage; the stream was too winding and narrow to get nearer than a couple of thousand yards, and the rebels after firing a few shots retired to the near woods and let us pound away. At the same time, General Hatch pushed out a light column from his right, and the Pontiac sent her boats up the creek from Boyd's landing; the whole affair being merely a reconnoissance, made to assume the appearance of a demonstration, and thus also mislead the rebels and divide their forces.

The general view of the site led General Foster and myself to a more complete reconnoissance next day, (December 5,) the firing being renewed as usual to give the idea of a move that way, while in fact we were regarding a stream on the right (Tulifinny) going in another direction, and with the Coosahatchie forming a peninsula or island, over which the railroad passed by too bridges at no great distance from each other.

I had always looked to the general configuration of the ground here as very favorable for cutting the railroad, and was glad to find that the general

was of the same opinion. We agreed, therefore, to make it the object of a move next day.

Wherefore, on Tuesday, the 6th, leaving Boyd's landing to be held by General Hatch, with some troops and the Pontiac, we moved very early up Broad river with gunboats and transports, and reached the entrance of the Tulifinny about 8 o'clock a. m.; the fog somewhat obscured our approach, and but for the low tide we would have disembarked instantly, but this compelled a resort to boats; quickly the water was alive with them, pulling for the landing—soldiers and sailors in every variety of floating things. In the lead was a launch of the boat division, Acting Master E. G. Furber. The fleet brigade, with its guns, soon got ashore with its military comrades, and the whole moved quickly up the single road that leads up between the rivers.

The department will notice in the sketch annexed how favorable was the ground when once we gained a footing, the width of the island being well adapted to the front of a small force, and each flank covered by a stream. Once there, our men could not be ousted easily.

The rebels appear to have been completely deceived by the previous demonstration towards the Coosahatchie and its battery, and when they perceived the real direction sent a force with all despatch to dispute the landing one of the regiments, a veteran regular.

But our men had a fair field and asked no favors; so when the enemy came down on them they were gradually pushed back towards the railroad.

I can now only give a very general and hearsay report, as there is no time for the officers engaged to write.

Among other statements made to the general in my presence was, that our advance had been gathered upon thickly, and, to quote the expression, "things looked squally," when our blue-jackets came up at a round pace with their howitzers and opened fire. The rebels then gave way, still resisting the advance, and still receding before our men.

By evening a report came that the bridge of the county road had been destroyed—a very important result; only a little further is the railroad and bridge.

Now, as I write, matters are reported as going on favorably; the sound of the howitzers and musketry is lively. It is impossible to ascertain with exactness the distance of the railroad, but the cars are well heard and seen.

Nothing could be more satisfactory than the behavior of the fleet brigade; the officers and men go to the work with a zeal and vigor that is deserving of all praise, and make me regret that my force is too limited to permit a stronger detachment, for I have more howitzers.

As soon as I have the official despatches they will be transmitted. Meanwhile, I transmit a list of casualties in the action at Boyd's creek on the 29th ultimo, and here on the 6th and 7th instant. These amount to twenty-three men. I will fill them up from the squadron, and will be compelled to draw off the few marines of the Donegal, which I hope the department will permit. * * *

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg South Atlantic Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

P. S.—Just after closing this despatch I received the annexed report from Commander Preble, commanding fleet brigade, and written under the disadvantages of the battle-field.

Report of Commander George H. Preble, Commanding Fleet Brigade.

HEADQUARTERS FLEET BRIGADE,
In the Field, December 7, 1864.

SIR: Yesterday, after landing, we dragged the howitzers through the swampy ground, and hurried them forward with the marine battalions.

The sailor infantry landed above with the army and advanced with it; as we hurried on we heard sharp firing of musketry in the advance, and hurried up to reach the field just as the rebels had been driven from it with loss. Our sailor infantry fought well, and had 13 or 15 wounded out of 110. As soon as the howitzers came up one was placed in the road, and scattered an attacking column, while the other pieces shelled the woods to the left. The marines skirmished through the woods, and there was more or less firing until night. The rebels had a battery on the left, and they played upon us down the cross-roads, and another on the right of the same road. A regiment of infantry was sent by General Potter to the right, which destroyed a bridge and prevented the rebels flanking us. The rebels appeared to be in good force, and to receive continual re-enforcements; we drove the enemy and encamped on the field of battle. This morning the firing was renewed by the enemy from the woods in front and on the right.

One howitzer shelled the woods to the right, and prevented the enemy from closing on us in that direction. Sharpshooters were in the trees in front. When the firing had ceased in a measure four pieces were withdrawn as a reserve to the rear. To occupy the position we are now intrenching. Two heavy howitzers are still at the front for the night, under Lieutenant Hayward. For the night I am located at General Hatch's headquarters, which is in close proximity to our brigade. One company of marines was thrown forward last night on the left front as a skirmish line, and was withdrawn with the line this morning, and reached camp about noon. I have one corporal wounded and one private missing. The two remaining companies of marines have been out on picket all day, and were not relieved until sundown. Twenty-five men and one officer reported to me to-day. Adjutant Stanley and Lieutenant Whitehead were sent to the rear sick, together with some men. I have been in battle or on the move all day, and it has been raining hard. Captain Bradford retained my aid on board the Philadelphia. I have all my baggage, including stationery, at the landing. I could not have taken care of it had it been here before to-night. I presume, as we are intrenching our lines, we are to remain here, but I cannot tell where or when I am to move again.

I sent you a list of wounded as far as I know this p. m. I have already directed the boat commanders to give me their reports, which they will do as soon as possible. Had we landed the howitzers where the army landed, at Gregories, we would have been able to have kept them up with the advance column.

I sent you yesterday a rebel rifle-shell, 10-pounder, which struck the field near me, also some picket papers found at the lower Gregories' house, which I hope you got.

The rebels left a good many dead on the field. Lieutenant Commander Matthews buried five within his camp last night. I write this by the camp-fire, and hope you will understand and excuse all informalities. I believe the battle-field of yesterday is called Tulifinny Cross Roads. The sailors and marines behave admirably in camp and battle.

Respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Commander U. S. N., Commanding Fleet Brigade.

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

List of killed, wounded and missing in naval brigade, December 2, 1864.

Killed.—Kapp, sergeant marines, Mingoe.

Wounded.—Clancy, corporal, Pontiac; Young, corporal, Canandaigua; Mallory, private, Canandaigua; Nelly, private, Sonoma; Walker, (mortally,) private, Pawnee; Wilson, private, Mingoe.

Missing.—Joy, private, Mingoe; O'Neill, private, Mingoe; Drake, George C., private, Saratoga; Henry Kittering, private, (reformed rebel,) Memphis.

Sick.—Pat. Kiernan, company C, St. Louis, sick on Mingoe; George C. Lincoln, company C, sick on Bay Point; Thomas Kiernan, company C, sick on Bay Point; Horace Chew, company C, Geranium, in rear.

Wounded in action December 6, 1864, *as far as known.*

Edward Birch, ordinary seaman, Sonoma; Pat. Gleason, landsman, Sonoma; Patrick Hayes, landsman, Saratoga; James Northrop, landsman, Memphis; Michael Lynch, landsman, Sonoma; Thomas Mullen, marine, Mingoe; George Groth, ordinary seaman, St. Louis; Thomas McDonald, ordinary seaman, Saratoga; Charles Honn, landsman, Saratoga; Horace Thompson, seaman, New Hampshire; Mortimer Toner, landsman, Saratoga; Robert Wilson, St. Louis; Charles Miller, Geranium.

December 7, 1864.—Corporal Ed. Kemmerer, Pontiac; Brandt, private, missing, Sonoma.

COMMUNICATION OPENED WITH GENERAL SHERMAN.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., December 12, 1864.

SIR: It is my happiness to apprise the department that General Sherman, with his army, is near Savannah, and I am in communication with him. In view of his probable arrival, I had stationed several steamers at different points, and have come down from the Tulifinny yesterday in order to be at hand. I had not to wait many hours.

This morning, about 8 o'clock, the Dandelion arrived with Captain Duncan and two scouts, Sergeant Myron J. Emmick, and George W. Quimby, bearing the following lines from General Howard:

"HEADQUARTERS DEPARTMENT OF ARMY OF TENNESSEE,
"*Near Savannah Canal, Georgia.*

SIR: We have met with perfect success thus far. Troops in fine spirits and near by.

"Respectfully, O. O. HOWARD,
"*Major General, Commanding.*

COMMANDER U. S. NAVAL FORCES
In vicinity of Savannah, Georgia."

Captain Duncan states that our forces were in contact with the rebels a few miles outside of Savannah. He says they are not in want of anything.

Perhaps no event could give greater satisfaction to the country than that which I announce, and I beg leave to congratulate the United States government on its occurrence.

It may, perhaps, be exceeding my province, but I cannot refrain from expressing the hope that the department will commend Captain Duncan and his companions to the honorable Secretary of War for some mark of approbation for the success in establishing communication between General

Sherman and the fleet. It was an enterprise that required both skill and courage.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

APPROACH TO AND OCCUPATION OF SAVANNAH, GEORGIA.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER PAWNEE,
Near Savannah, Georgia, December 23, 1864.

SIR: The departure of a mail steamer enables me to convey to the department the latest information to date. Where the narrative of events ended with my last despatch I am unable to say. The necessity of moving rapidly, and the want of a suitable flag-ship, compels me to shift from one vessel to another, and leave clerks, documents, and records behind. Until I knew exactly where General Sherman would prefer to establish communications with me and connect his operations, I had to be prepared at the different points between which a choice lay. The force I could collect was, therefore, distributed at Savannah river, Wassaw, Ossabaw, St. Catherine's, and even as low as Brunswick.

On meeting General Sherman I drew in my force on the first three places, placing two iron-clads at Wassaw to insure the detention of the rebel iron-clads, and one in the Savannah river, in order to move up near the obstructions and assist directly in the movement of the army on the city of Savannah, some gunboats being left in the Ossabaw for the communications. On the 13th General Sherman advanced with his army towards the city, enveloped it and all its outworks south of the river, and in seeking to connect with my force fell in with Fort McAlister, located on the south bank of the Ogeechee. Promptly a division was moved to the assault, and carried it. This enabled General Sherman to communicate with me in person, and a direct attack was contemplated on Beaulieu, defending the Vernon and Burnside rivers, by which a better communication would be established, and a nearer approach made to the city. General Howard made a personal reconnoissance with Fleet Captain Bradford to decide on the direction a column should take to the rear, whilst my forces moved on the front. To this end, I brought round the iron-clads from Savannah river, which, with the Pawnee, Sonoma, Winona, and three mortar schooners, were all that I could draw off from other places for the purpose.

On the 18th General Sherman came on board the flag-ship.

Having fully invested Savannah on the land side, whilst the navy held every avenue by water, General Sherman sent a summons to surrender, which was declined by General Hardee, on the ground that he held his two lines of defence and was in communication with his superior authority. General Sherman therefore prepared to attack. His army was gradually drawing closer on Savannah river, and in order to cut off the escape of the rebel forces he concluded it would be better to send a division to re-enforce the troops of General Foster, up Broad river, and make a serious attack there in the direction of the railroad, whilst that on Beaulieu would be limited to the naval cannonade, which, I must not omit to mention, had been begun and continued with deliberation by Lieutenant Commander Scott in the Sonoma, assisted for a day or so by the mortar of the Griffiths, Acting Master Ogilvie. To insure the exact concurrence of the several forts, the gen-

eral went with me to Hilton Head in my steamer, and General Foster was made fully acquainted with the design. Late on Monday I put to sea, but, to avoid detention from the increasing gale, the pilot preferred to follow the interior passage, and when near Ossabaw my steamer grounded. We started in the barge to pull, and were nearly in the waters of Ossabaw when a tug came along with the following telegram for General Sherman:

"FROM STATION NEAR HEADQUARTERS,
"*December* 4, 1864—m.

"To General SHERMAN:

"General Howard reports one of General Leggett's brigades near Savannah, and no enemy. Prisoners say the city is abandoned, and enemy gone to Hardeeville.

"Wood captured six guns. Slocum got eight guns, and is moving on the city. "DAYTON, *A. D. C.*"

It was now about 3 p. m. General Sherman hastened to his headquarters, and I to the division of vessels lying in front of Beaulieu. The facts of the case were soon apparent. Lieut. Com'dr Scott, of the Sonoma, was in possession of Forts Beaulieu and Roseden. I landed at the former, and, after giving some brief directions, was on my way from it, when I received a note from General Sherman, dated 6½ p. m., with two telegrams from General Howard, and saying: "Tatnall intends to run the blockade to-night;" the other, "Rebel boat Savannah, with Tatnall in, is just out of our reach." I did not apprehend that this intention to escape could be carried into effect. The two iron-clads which I had at Wassaw blocked the best way out, and I did not believe that the rebel ram could be brought over the shallows of the Savannah river, save under the most favorable circumstances of a high tide and an easterly wind. At this time it was blowing a gale from the northwest.

Still it did not seem proper to allow the public interests to incur the least risk that was avoidable in a matter so important, so I ordered the Pawnee to tow the Nantucket to Savannah river, and, her commander being too ill to be on deck, Fleet Captain Bradford volunteered for the duty.

It was 3 o'clock in the morning of the 21st when I lay down for a few hours' rest, and, as my steamer was still aground, got into my barge at 7 a. m., pulled to Wassaw, then across that sound into the pass to the Savannah river, and had nearly reached the Savannah river when a tug came along, which relieved the faithful seamen of their severe labor in a heavy gale, wet to the skin as they were. I arrived about noon, hoisted my flag in the Wissahickon, Lieut Com'dr Johnson, and proceeded up the river, with the Winona, Lieut. Com'dr Dana, and two tugs.

About 4 p. m. the obstructions across the channel, near the head of Elba island, compelled me to anchor a short distance below the city.

This hasty and off-hand narrative will give the department some idea of the events, as seen from my stand-point, that immediately preceded the occupation of Savannah by the Union forces.

The glorious flag of the Union once more waves over the ramparts of the forts, and the city, and the vessels of the navy on the water.

Savannah has been taken in the only way, probably, that it was assailable; in every other the defences were complete and powerful, extending over every approach, and including the rivers that traversed the country to the southward; so that an attack in those quarters could not have succeeded.

It is one of the first fruits of the brilliant campaign commencing at Atlanta, and of that fine conception, the march through Georgia; but is not

the last, and General Sherman has but to follow out his plans in order to reap still greater advantages for the country, and renown for himself.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral Com'dg North Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

Report of Lieutenant Commander R. W. Scott.

UNITED STATES STEAMER SONOMA,
Off Fort Beaulieu, Vernon River, Ga., December 27, 1864.

SIR: I have the honor to report that, in obedience to your orders, I left the Coosawhatchie river, South Carolina, on the 12th instant, and proceeded to Ossabaw sound, Georgia, to co-operate with the army of Major General Sherman, which had arrived near that point.

On the morning of the 14th I pushed up the Vernon river, to feel the Roseden and Beaulieu batteries, (Fort McAlister having been taken by the forces of Major General Sherman the evening before,) and at 1.30 p. m. came within range, and opened fire on Fort Beaulieu. Found the works to be very strong and their practice good. Continued the fire from the rifles and 11-inch gun, until taking possession of the works on the morning of the 21st. The mortar schooner John Griffiths and gunboat Winona arrived on the 17th and 20th, respectively, and opened fire on the enemy, doing good work. At 1.30 p. m. on the 20th the enemy opened with a mortar battery from Roseden island, which was replied to by the Griffiths and this ship. On the morning of the 21st, at 6 a. m., a deserter arrived on board from Roseden, and reported that the works at that point and Beaulieu were being evacuated by the enemy. I immediately got under way, accompanied by the Winona, and stood up the river, and at 9.35 sent Acting Master Merrill, executive officer of this ship, with six boats from the Sonoma, Harvest Moon, Winona, and Griffiths, to take possession and hoist the flag of the United States on Fort Beaulieu.

The tug Geranium having arrived, I directed Lieutenant Commander Dana, of the Winona, with Chief Pilot Hefford, to proceed in her to the Roseden battery by the Vernon river, take possession, and hoist the United States flag on the works; after which to continue up the river to White Bluff, where I heard the Water Witch was, and, if possible, to recapture and bring her down. The report of Lieutenant Commander Dana is herewith enclosed, also an inventory of the property captured, including fifteen heavy guns and large quantities of ordnance stores. It affords me great pleasure to state that I was most ably supported by Captain Dana, of the Winona, and Acting Volunteer Lieutenant Hefford, who rendered me the greatest assistance; also Acting Flag-Lieutenant Dichman, of your staff, and Acting Master Avery, of the Philadelphia.

I have the honor to be, very respectfully,

R. W. SCOTT, *Lieut. Com'der.*

Rear-Admiral J. A. DAHLGREN,
Com'dg South Atlantic Blockade Squadron.

Additional Report of Rear-Admiral Dahlgren.

FLAG STEAMER PHILADELPHIA,
Savannah River, January 4, 1865.

SIR: I have already apprized the department that the army of General Sherman occupied the city of Savannah on the 21st December. The rebel army, hardly respectable in numbers or condition, escaped by crossing the river and taking the Union causeway towards the railroad.

I have walked about the city several times, and can affirm that its tranquillity is undisturbed. The Union soldiers who are stationed within its limits are as orderly as if they were in New York or Boston.

The resolutions herewith enclosed, passed by a meeting of citizens on the 28th, at which the mayor presided, are not exceeded in interest by any similar proceedings, and may be accepted as a true sample of the sentiment which is beginning to exhibit itself, and it is to be hoped will continue to do so, whenever any portion of the people of Georgia are permitted to express their real sentiments.

One effect of the march of General Sherman through Georgia has been to satisfy the people that their credulity has been imposed on by the lying assertions of the rebel government affirming the inability of the United States government to withstand the armies of rebeldom. They have seen the old flag of the United States carried by its victorious legions through their State almost unopposed, and placed in their principal city without a blow.

Since the occupation of the city, General Sherman has been occupied in making arrangements for its security after he leaves it for the march that he meditates.

My attention has been directed to such measures of co-operation as the number and quality of my force permit.

On the 2d I arrived here from Charleston, whither, as I stated in my despatch of 29th December, I had gone in consequence of information from the senior officer there that the rebels contemplated issuing from the harbor, and his request for my presence. Having placed a force there of seven monitors, sufficient to meet such an emergency, and not perceiving any sign of the expected raid, I returned to Savannah to keep in communication with General Sherman and be ready to render any assistance that might be desired. General Sherman has fully informed me of his plans, and, so far as my means permit, they shall not lack assistance by water.

On the 3d the transfer of the right wing to Beaufort was begun, and the only suitable vessel I had at hand, the Harvest Moon, was sent to Thunderbolt to receive the first embarcation. This took place about 3 p. m., and was witnessed by General Sherman, General Barnard, (United States engineers,) and myself. The Pontiac is ordered around to assist, and the army transports also followed the first move by the Harvest Moon.

I could not help remarking on the unbroken silence that prevailed in the large array of troops. Not a voice was to be heard as they gathered in masses on the bluff to look at the vessels. The notes of a solitary bugle alone came from their midst.

General Barnard made a brief visit to one of the rebel works (Causton's Bluff) that commanded this water-course, the best approach of the kind to Savannah.

I am collecting data that will fully exhibit to the department the powerful character of the defences of the city and its approaches. General Sherman will not retain the extended limits they embrace, but will contract the lines very much.

General Foster still holds the position near the Tulifinny. With his concurrence I have detached the fleet brigade, and the men belonging to it have returned to their vessels. The excellent service performed by this detachment has fully realized my wishes, and exemplified the efficiency of the organization—infantry and light artillery handled as skirmishers. The howitzers were always landed as quickly as the men, and were brought into action before the light pieces of the land service could be got ashore. I regret very much that the reduced complements of the vessels prevent me from maintaining the force in constant organization. With three hundred more marines and five hundred seamen I could frequently operate to great advantage at the present time, when the attention of the rebels is so engrossed by General Sherman.

It is said that they have a force at Hardeeville, the pickets of which were retained on the Union causeway until a few days since, when some of our troops crossed the river and pushed them back. Concurrently with this I caused the Sonoma to anchor so as to sweep the ground in the direction of the causeway.

The transfer of the right wing (30,000 men) to Beaufort will so imperil the rebel force at Hardeeville that it will be cut off or dispersed if not moved in season.

Meanwhile I will send the Dai Ching to St. Helena to meet any want that may arise in that quarter, while the Mingoe and Pontiac will be ready to act from Broad river.

The general route of the army will be northward, but the exact direction must be decided more or less by circumstances which it may not be possible to foresee. My co-operation will be confined to assistance in attacking Charleston, or in establishing communication at Georgetown in case the army pushes on without attacking Charleston, and time alone will show which of these will eventuate. The weather of the winter first, and the condition of the ground in the spring, would permit little advantage to be derived from the presence of the army at Richmond until the middle of May; so that General Sherman has no reason to move in haste, but can choose such objects as he prefers, and take as much time as their attainment may demand.

The department will learn the objects in view of General Sherman more precisely from a letter addressed by him to General Halleck, which he read to me a few days since.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

MOVEMENTS OF GENERAL SHERMAN NORTHWARD.—NAVAL DEMONSTRATIONS IN CONNEXION THEREWITH.

Orders issued by Rear-Admiral Dahlgren.

[Confidential.]

1st. General Sherman's army will soon be in motion, moving northward, but inclining from the sea-coast.

2d. He asks that the attention of the rebels be drawn from his operations by such demonstrations as possible by the United States naval and land force of this quarter, most particularly at Charleston.

3d. General Foster will collect as many troops as he can, and I desire to assist to the full extent that my force admits of.

4th. I learn from the Navy Department that Admiral Porter is directed to send here all the iron-clads in his squadron as soon as the present operations at Wilmington are over. I see no reason to suppose that they will not be here very soon.

5th. General Sherman will begin to move to-morrow, or Tuesday, but will not be in a position where our demonstration will be most effective for a week or more.

6th. This, then, will be the period for preparation, and the first measure will be to examine the channel and *make* sure of the obstructions, their nature and position.

7th. As the impression of commanders of monitors is that a range of obstructions extends from Sumter, these will be the first object, and the commanders of the advance monitors of the 15th—Patapsco and Lehigh—are charged with this duty for the night, and so on in succession. The scouts, all boats, tugs, &c., will report to them to assist.

8th. The preliminary to removal will be by explosion. Torpedoes may be used, and boats filled with powder floated up with the tide. Floats, with grapnels or hooks attached, may be floated up to catch and mark objects below water.

9th. To protect against floating torpedoes, long, slender pine poles, thirty to fifty feet, may be lashed in pairs in the middle so as to form an X, into which enters the bow at one end—heels secured—and from the other depends a net; the whole to float.

10th. Captain Scott will see to the prompt and sufficient supplies of men, boats, tugs, poles for torpedoes, powder, and other requisitions to carry out the above.

11th. It is expected that each day and night will furnish its share of results.

J. A. DAHLGREN, *Rear-Admiral.*

JANUARY 15, 1865.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, January 22, 1865.

SIR: The department is already, by my previous letters, and no doubt more fully by intelligence from the War Department, informed of the precise object of General Sherman's operation. To assist in this, a diversion is to be made upon Charleston, though General Sherman is opposed to any direct attack from seaward upon the harbor or upon James island. General Foster will not, therefore, engage in anything of the kind, but will, conjointly with me, undertake such a move along the approaches to Mount Pleasant from Bull's bay as to embarrass the rebel general as to the real design. The force I have is not equal to anything more than a co-operation with the army, and is therefore limited to what the general may elect. Assuming, however, that the rebel garrisons will be reduced to a minimum, I have proposed to General Foster an attack on a portion of their works, which I am very hopeful of. At the same time it relies very much more on the presumed reduction of the rebel force by General Sherman's interior operation than on our own strength. General Foster has it now under consideration, and is

so far well inclined to it that he only wants the sanction of General Sherman. * * * *

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg South Atlantic Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Additional report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,

Port Royal Harbor, January 24, 1865.

SIR: The enclosed copy of a note from General Sherman conveys the latest information, to this date, of the state of things here.

I have the Dai Ching and a tug in the Combahee to assist the move at the ferry. The Sonoma is in the North Edisto, and the Pawnee leaves at early light with a tug for the Ashepoo, where a battery and obstructions are reported.

The orders of all are to drive in the rebel pickets and knock down his batteries where they can be reached. The Tuscarora, Mingoe, State of Georgia, and Nipsic are at Georgetown, with orders to prevent the erection there of any batteries. The Pontiac is in the Savannah river, at Pusyburg, advancing with General Sherman's extreme left. The demonstration desired by General Sherman at Charleston may be said to be begun by the collection there of so many iron-clads. When Admiral Porter sent the Monadnock he apprised me that her draught was too great for his purpose, and requested that I would send him one of the lightest draught monitors in exchange. His words were: "There are one or two forts on the river that I cannot wind up without an iron-clad."

If I could have asked the instructions of the department Ishould have done so. As it was, an important object required me to act, and I did as I believed the department would have me do. I ordered the Montauk to be sent to Rear-Admiral Porter, on the condition, however, that it was for a week only. It was a great exertion of self-denial, for I believed and hoped there would be as great need here for all the force I could command, and what I had received fell far short of my expectations.

The department will no doubt credit me, therefore, with a strong persuasion that I was doing the best for the public interests.

It would be very advantageous if more light-draught vessels were sent here.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Letter from General Sherman to Rear-Admiral Dahlgren.

HEADQUARTERS MILITARY DIVISION OF THE MISSISSIPPI,

In the Field, Beaufort, S. C., January 24, 1865.

DEAR ADMIRAL: Weather is now fine and promises us dry land. I will go to-day to Pocotaligo and Coosawhatchie; to-morrow will demonstrate on Salkahatchie, and would be obliged if you would fire up Edisto or Stono,

just to make the enemy uneasy on that flank, and to develop if he intends to hold fast to Charleston and Columbia both. It will take five days for Slocum to get out of the savannas of Savannah, and during that time I will keep Howard seemingly moving direct on Charleston, though with no purpose of going beyond the Salkahatchie.

Yours,

W. T. SHERMAN, *Major General.*

Admiral DAHLGREN.

Report of Lieutenant Commander S. B. Luce.

UNITED STATES STEAMER PONTIAC,
Sisters' Ferry, Savannah River, Ga., January 31, 1865.

ADMIRAL: In obedience to your order of the 13th instant, I reported on the 15th instant to General Sherman at Savannah, and was by him referred to General Slocum for special instructions.

Agreeably to such instructions, we left Savannah on the afternoon of the 18th, in company with the army transport Robert E. Lee, and arrived at Perrysburg, about 20 miles up the river, on the afternoon of the 19th, where we found a portion of the 20th corps. General Williams remained at Perrysburg until the 22d, when we proceeded up the river, and on the 24th anchored at Morrall's landing, at the lower end of Sisters' Ferry Bluffs, about 41 miles from Savannah. Here on the high banks which overlook the river we established a picket station, with a view to keep a lookout for the advance of our own army, and to see that the enemy did not bring artillery to bear on us, our own guns not being available for such an elevation.

With a view to ascertaining the position and strength of the rebel pickets, and for information generally, small scouting parties were sent out, with orders to run no risk of being cut off, and cautioned particularly against the detached bodies of Wheeler's cavalry known to be in the neighborhood. Notwithstanding this warning, on the morning of the 26th, a party from this ship engaged in a scouting expedition were surprised and captured by a body of Wheeler's men, numbering about 20.

The following are the names of those taken: Third Assistant Engineer Carlton A. Uber, Acting Gunner Charles F. Adams, Americus Brinton, ordinary seaman, Gustavus Dahl, ordinary seaman, John Owens, landsman, James Walters, coal-heaver. Previous to this we had taken the following prisoners: John Gaylord, citizen, but suspected guerilla; James M. Fleetwood, late of rebel gunboat Macon and branch pilot of Savannah; John Garraun, J. B. Metzger, 31st Georgia; all of whom were turned over to the provost marshal.

On the evening of the 27th the scouts of General Davis's column reached here, and soon after the rest of the 14th corps. They had been delayed by the very bad roads, and the great amount of corduroying to be done. The movements of this wing are greatly impeded by the late freshets, but officers and men are working with great energy and perseverance, and will no doubt overcome all difficulties. This ship is now anchored about a mile above the pontoon bridge, or at the "Old ferry," on the lookout for the enemy's gunboats, the last information of which showed them to be 80 or 90 miles above us. On our way up, owing to the very strong current caused by the freshet, and the many and very sharp turns in the river, we were occasionally swept in among the trees on the river's bank, getting some scratches, but nothing of a serious nature.

I am, admiral, very respectfully, your obedient servant,

S. B. LUCE, *Lieutenant Commander.*

Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Letter of Rear-Admiral Dahlgren, transmitting additional reports.

FLAG-SHIP HARVEST MOON,
Port Royal, S. C., February 2, 1865.

SIR: I transmit herewith reports of officers commanding vessels of this squadron at different places in relation to operations at different points during the recent movements of General Sherman's army. They should have accompanied my own reports, but my movements, and those of the vessels, necessarily cause much irregularity in correspondence.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Comd'g S. Atlantic Blockading Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Commander James Madison Frailey.

UNITED STATES STEAMER TUSCARORA,
Off Georgetown, S. C., January 29, 1865.

SIR: I respectfully report the arrival of the Tuscarora off Georgetown on the forenoon of the 25th instant, and my finding the Mingoe, Nipsic, and Gemsbok at anchor in the offing. On the following day, Commander Creighton proceeded with the Mingoe into the inner harbor; but owing to the very fresh wind blowing from the northward and westward, and the draught of water of the Nipsic, the pilot, Updegrove, declined taking the latter in until yesterday, when she was safely taken over the bar, and both vessels are at anchor in the river. The night previous to my arrival the pilot had just returned from a scout of a couple of days, having approached to within a few miles of Georgetown, and bringing with him on his return two (2) Charleston and two (2) Wilmington papers, which are herewith forwarded to you. Captain Creighton informs me he has reported the result of his observations.

Yesterday I sent Acting Ensign S. L. Griffin, of this vessel, into the inner harbor, in my first cutter, with an armed boat's crew, who, on his return, reported everything quiet in the vicinity, and from the top of the lighthouse had a fine view of both north and south islands, on neither of which could he perceive any movements of men or of earthworks being erected. Two picket-boats from the inside vessels are sent up the river nightly; and from Commander Creighton I learn that a torpedo was found washed upon the beach, and from which the scouts removed the powder, which was wet and damaged.

I am, sir, very respectfully, your obedient servant,

JAMES MADISON FRAILEY,
Commander U. S. Navy, Senior Officer present.

Rear-Admiral J. A. DAHLGREN, U. S. N.,
Commanding S. A. Squadron, Port Royal, S. C.

Report of Commander George B. Balch.

UNITED STATES STEAM SLOOP PAWNEE,
North Edisto, S. C., January, 30, 1865.

ADMIRAL: I have the honor to report that this ship entered the North Edisto on the evening of the 28th instant, and at daylight of the 29th proceeded up the river, and anchored off White Point, where I found the Sonoma. Lieu-

tenant Commander Fillebrown had been actively engaged in scouting with his boats in this vicinity. I called upon General Potter, who has command of the troops, and expressed the opinion that a move by way of White Point, in the direction of Adams run, would be better than in the direction of South Edisto, and, in accordance with this opinion, General Potter changed his base from Edisto island to White Point last evening. The Pawnee and Sonoma gave every aid in our power in landing the troops, having taken positions to protect the flanks. At 8 a. m. this morning, at General Potter's request, we opened fire for an hour; at the expiration of which time his troops advanced, accompanied by a light 12-pounder of the Sonoma. There has been occasional firing from the howitzer and the infantry, but not heavy enough to lead one to suppose that the enemy is in strong force. It is contemplated by General Potter that the forces will fall back by night to White Point.

The troops advanced, I am told by General Potter, till they came to a battery strongly posted, and which replied to his fire. It would require a much heavier force than he has to assault it, and he is now, 7 p. m., embarking his his troops, and they will return to their former post in Edisto. I sent the Daffodil up the Dawho river, but nothing of importance was discovered. I had yesterday, before the troops came, a reconnoissance made in the direction of Adams run, and some rebels were found and shots exchanged. Boats from the Sonoma had been up the Wadmelaw, and discovered some few rebels; she sent up in that direction yesterday and fired her howitzer occasionally. I believe this movement of General Potter will have a good effect in worrying the enemy.

I am, very respectfully, your obedient servant,

GEO. B. BALCH, *Commander.*

Rear Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Lieutenant Commander A. W. Johnson.

UNITED STATES STEAMER WISSAHICKON,
Stone River, S. C., January 28, 1865.

ADMIRAL: A scout was sent up the creek of John's island last night, and the Stono thoroughly examined to day. There have been no new batteries erected since the expedition up the river in July last. Battery Pringle has been considerably strengthened, and the McDonough drew its fire in the reconnoissance of this afternoon. Her shell burned two of the remaining houses above Legageville, and the vessels are now anchored further up the stream, as ordered, in positions to annoy and repulse the enemy should he make his appearance. No torpedoes have been discovered in the river. The channel to this inlet was sounded yesterday, and the entrance buoy marked as you directed. At high water, full and change, fourteen (14) feet can be carried through it to the anchorage inside.

I am, very respectfully, your obedient servant,

A. W. JOHNSON,
Lieutenant Commander and Senior Officer present

Admiral J. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Report of Lieutenant Commander A. F. Crosman.

UNITED STATES STEAMER McDONOUGH,
Stono River, January 29, 1865.

SIR: Yesterday, with the permission of Lieutenant Commander A. W. Johnson, senior officer present, I went up this river as far as the point of woods, about three thousand yards from Fort Pringle, with which work I exchanged numerous shots. Most of my shell fell inside of the work, and Pringle replied with but two heavy guns, which I am confident were smooth-bore. Not a shell exploded near me, though some of the enemy's shot were very fairly directed. They were all, I think, solid shot.

Feeling the woods occasionally as I moved up with shell and grape, I sent a boat's crew ashore and fired successively Legare's house and the house and out-buildings on the wooded point, in whose vicinity the Pawnee lay last July.

I did not bring my vessel within range of the batteries opposite to Pringle, as I did not think it necessary. I am convinced there are no new works on John's island, and also that Fort Pringle is not so formidable as it was in July last. No torpedoes are in the river yet, as I went up purposely at dead low water to endeavor to discover them.

I expended on this reconnoissance 12 9-inch shell and 2 stand of grape, 12 100-pounder Parrott shell, 1 shrapnell, 1 100-pounder canister, 24 50-pounder Dahlgren rifle shell, 1 24-pounder howitzer canister.

I am, very respectfully, your obedient servant,

A. F. CROSMAN,
Lieutenant Commander, U. S. N.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Respectfully forwarded.

A. W. JOHNSON,
Lieut. Commander, and Senior Officer present.

Additional report of Lieutenant Commander A. W. Johnson.

UNITED STATES STEAMER WISSAHICKON,
Stono River, S. C., January 31, 1865.

ADMIRAL: In obedience to your verbal order, received this forenoon through the commanding officer of the Oleander, I have to inform you that nothing further has been discovered on the shores of these rivers since my report of the 28th instant. The McDonough, the C. P. Williams, and this vessel, are anchored at the intersection of the Stono and Kianah, and so soon as more reliable information is obtained from our scouts I purpose to again reconnoitre these streams with two gunboats.

I am, very respectfully, your obedient servant,

A. W. JOHNSON, *Lieutenant Commander.*

Admiral J. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Further report of Rear-Adminal Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, S. C., February 6, 1865.

SIR: My despatches of the 24th and 31st ultimo conveyed the most recent intelligence to those dates in relation to affairs here. I have just returned from

visiting North Edisto and Stono, where the gunboats have been busy with such demonstration as their force admitted of. The latest intelligence which I have of General Sherman's army is to the 2d, stating that General Blair had carried with ease River's bridge, on the Combahee, and thus secured a crossing, the headquarters being at a store about 10 miles southwest of the bridge.

The left wing had not cut loose from the Savannah, which was to be crossed at Sister's ferry, but its advance was at Robertsville, some eight or nine miles further.

Meanwhile General Hatch, of General Foster's command, was to cross the Combahee at the ferry, eight or ten miles south of the railroad, operating as far as he was able.

I despatched the Ottawa and Winona (repairs just completed) into the St. Helena sound to take the place of the Dai Ching in such co-operation as their force was equal to.

At Georgetown the Mingo and Nipsic are inside the harbor, and find no new works on North or South island, as was reported. The battery higher up is, however, maintained by the rebels, and their gunboat is said to be ready to come down the Pedee, carrying two rifle 32-pounders and one Whitworth. On the 30th a body of our troops landed at White Point, (North Edisto,) under cover of the fire of the Pawnee and Sonoma, marched some four miles, came on two batteries, but were not in sufficient force to assault, and re-embarked, the chief object being to demonstrate.

Yesterday the Pawnee and Sonoma pushed up the Wadmelaw and shelled some light batteries vigorously. They landed 70 or 80 men, who went within 400 yards, but were not in sufficient force to venture on an attack.

Meeting General Foster's steamer at sea on his way up from Port Royal, I had a conference with him and agreed generally on the movements which General Sherman asked to have executed.

Attempts to violate the blockade continue, but not always with success. On the night of the 3d a steamer ran ashore near Breach inlet, and was fired by her own crew.

I enclose a communication from the officer blockading at Doboy, which conveys news by no means improbable. I wish much it were in my power to send some light-draught steamers to assist this inclination, but they are employed.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

Hon. GIDEON WELLS, *Secretary of the Navy.*

Report of Acting Volunteer Lieutenant Commander Edgar Brodhead.

UNITED STATES STEAMER SARATOGA,

Doboy, Georgia, February 3, 1865.

ADMIRAL: I have the honor to inform you that Mr. Theodore P. Pease, residing at Thicket, near Darien, stated to the officer of the boat which I sent up there to-day, that a Union meeting was held near that place yesterday, and adjourned to meet again at Blackshear to-day, when delegates from different counties were to be appointed to confer with General Sherman.

Mr. Pease also stated that the rebel General Wheeler was at the Ogeechee with his force, en route for Savannah, but unable to cross in consequence of

the bridge having been carried away by the high water. These delegates will, therefore, probably apply to be forwarded to General Sherman by sea.

I am, very respectfully, your obedient servant,

EDGAR BRODHEAD,
Acting Volunteer Lieut. Commander, Com'dg Saratoga.

Admiral J. A. DAHLGREN,
Commanding South Atlantic Fleet, &c.

Further report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, S. C., February 13, 1865.

SIR: I take advantage of the departure of a steamer to-night to apprize the department of the state of affairs here. The army of General Sherman may now be considered as having begun its movement northward from Savannah. The department has been informed in my previous communication, that the right wing having been moved from Savannah to Beaufort, by water, advanced gradually, driving in the rebel forces near Pocataligo, and finally inclining to the left, found itself, about the 2d, ready to cross the Combahee at Rivers bridge, on the confines of the Barnwell district.

Here it necessarily awaited the left wing under General Slocum, which had been delayed in passing up along the banks of the Savannah, by the effect of the freshets on the roads, which in many places required to be corduroyed. I had sent the Pontiac to cover these troops and their crossing, at Sisters' ferry, 41 miles from the city, where this vessel arrived on the 24th January, about three days in advance of the column of General Davis. By the 7th of February the last man of the rear division was over without molestation; and the Pontiac dropped down the river, anchoring near the city by reason of a request from the general to the effect that he considered the presence of some vessel-of-war necessary. As the left wing had about 35 miles to march for its position with the army, it is fair to presume that by the 10th or 11th General Sherman had his whole force in hand, ready to move on Branchville, some 20 miles distant from Rivers bridge, and making due allowance for the Edisto river and its swamps, may be there at this date, unless he shall have inclined to the left, more towards Augusta, in order to avoid swampy ground. Meanwhile, by way of diversion, as requested by General Sherman, the Ottowa and Winona were feeling their way in the Combahee on the 8th and 9th. The Pawnee and Sonoma found the battery on the Togadoo and Wadmelaw on the 10th and 11th, while the monitor Lehigh, and the Wissahickon, McDonough, Smith, and Williams were shelling the works in the Stono. On the 12th and 13th came the demonstration at Bull's bay, which is all that could be done by this squadron to assist the army of General Sherman. It is now fairly launched on its great enterprise, and will no doubt soon consummate the first results so confidently looked for.

If any further communication is resumed with my command it may be expected in the vicinity of Georgetown. But in view of the grand effect that must be produced by the army recently landed at Wilmington, it is reasonable to infer that General Sherman will advance rapidly to a junction with it, and neither seek nor need further communication with the sea whilst in South Carolina.

Yesterday, while engaged in operations at Bull's bay, I received a despatch in cipher from General Gillmore, which he had just received from General Sherman, asking me to decipher it, upon which I steamed down to Hilton Head

in order to be in immediate communication with General Gillmore. There I found a cipher despatch for me from General Sherman, and I enclose copies of both, so that the department may be able to inform the President of the last news here in regard to General Sherman. * * *

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Com'dg Atlantic Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Letter from General Sherman to Rear-Admiral Dahlgren.

HEADQUARTERS ARMY IN THE FIELD,
Lowry's, February 7, 1865.

We are on the South Carolina road, at Midway, and will break fifty miles from Edisto towards Augusta, and then cross towards Columbia. Weather is bad, and country full of water. I have ordered Foster to move Hatch up to the Edisto, about Jacksonboro' and Willtown, also to make the lodgement about Bull's bay. Watch Charleston close. I think Jeff. Davis will order it to be abandoned, lest he lose its garrison as well as guns.

We are all well, and the enemy retreats before us.

Yours,

W. T. SHERMAN, *Major General.*

Rear-Admiral J. A. DAHLGREN,
Off Charleston, South Carolina.

CHARLESTON, S. C.

OPERATIONS AGAINST AND ABANDONMENT OF CHARLESTON.—EXPEDITION TO BULL'S BAY.

Despatch of Rear-Admiral Dahlgren announcing the abandonment of Charleston.

FLAG-SHIP HARVEST MOON,
Rebellion Roads, Harbor of Charleston, February 18, 1865.

SIR: Charleston was abandoned this morning by the rebels. I am now on my way to the city, and have the honor to be,

Very respectfully, your obedient servant,

J. A. DAHLGREN, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

Detailed report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Charleston, S. C, February 22, 1865.

SIR: In my last report I informed the department of the naval operations that were going on in the Combahee, Togadoo, Wadmelaw, and Stono.

The expedition to Bull's bay was merely announced as having begun. On the night of the 11th of February I left Charleston roads, and arrived off Bull's bay about 2 o'clock in the morning of the 12th, having assembled a large force of steamers to assist with their cannons, boats, and men in the

movement, such as the Shenandoah, Juniata, Canandaigua, State of Georgia, with the Pawnee, Sonoma, Ottawa, Winona, Wando, Geranium, and Iris, and launches, with howitzers, to cover the landing, and a number of boats were brought along with a detachment of sailors, and three howitzers for field service. The arrangements were all so complete and well-timed that by daylight the steamers and the detachment of troops in transports, under General Potter, steamed along the channel and anchored in Bull's bay. The naval force was in three divisions to facilitate the work. Captain Ridgely had the division of heavy steamers, which remained outside, and sent in boats and men; Captain Stanly had the division that included the boats and howitzers afloat and ashore; Captain Balch had the division of light steamers inside. The shoalness of the water, and the inability to procure any guides, interposed the first obstacle. If any channels did exist, they were to be discovered and marked. General Potter, Commanders Stanly and Balch, set about this task with zeal and energy. I was soon compelled to leave, in consequence of the arrival of an aide-de-camp from General Gillmore, then at Port Royal, stating that despatches had arrived from General Sherman, which, being in cipher, General Gillmore could not read, and he supposed I should be able to do so, as I had the key from General Sherman. It seemed better for me to meet General Gillmore, so as to be able to make, without delay, any arrangements which General Sherman might have called for. I therefore steamed to Port Royal, leaving Captain Ridgely in charge of the naval operations at Bull's bay. On the 13th was at Port Royal, and communicated with General Gillmore. The attempts to decipher the despatches were not effectual until next day. On the 15th I reached Charleston, and found no change in the appearance of the rebel positions there. On the 16th I was at Bull's bay. Persevering efforts had not yet been able to find a channel to the landing, even for boats. The Ottawa had contrived to work up a narrow and shallow passage, so that her pivot cannon could reach a line of works near the water, and the launches had got near enough to make their howitzers tell, one of which was disabled by a rebel shot striking its carriage. I now despatched the Pawnee and Winona to South Edisto to establish communications with General Hatch, who was moving upon Willstown. On the 17th February I was in Stono, where another movement was to be made upon the rebel position. In the afternoon General Schimmelfennig came on board, and the operations for the night were agreed on. The iron-clad Lehigh, gunboat Wissahickon, and a mortar schooner were sent up the Stono to press the rebel right flank, and the gunboat McDonough, with a mortar schooner, up the Folly branch, to bear on their left flank; while General Schimmelfennig, with his column, moved on their front from his position on Cole's island. I also despatched an order (A) to Lieutenant Hayward, commanding the naval battery of XI-inch guns at Cummings's Point, to open on Sullivan's island, and fire continually through the night. The contiguous batteries were likewise put in operation by General Schimmelfennig. The advance monitors were directed to fire on Moultrie, but a heavy gale made such a surf that my aid did not deem it safe to pass a boat through it. During the night our cannonading was sharp and continuous, the rebels replying from Moultrie with a few guns, but ceased as the night wore on. In fact, the main body had left the island about 8 o'clock, except a party of 150 men, who were to keep up a fire, and thus delay our knowledge of the evacuation. On the morning of the 18th the keen anticipations of a retreat by the rebels found strong confirmation in appearances, and at early light a boat from Morris island, and another from the vessels, realized the fact. The rebel garrisons had gone, and there was nothing to be done but to pass from one work to another and find it deserted. The scouting officer (Acting Master Gifford) and the two tugs on duty entered the harbor,

touching at the various fortified points and at Mount Pleasant, where the mayor of that place tendered the submission of himself and coadjutors to the Union. As writing materials formed no part of the equipment of a scout, this acknowledgment was written in pencil on the back of a small pocket map of Virginia which Mr. Gifford had picked up in Sumter—quite as valid as if emblazoned on the fairest parchment. The words are thus :

"The intendant and wardens of Mount Pleasant desire to say that they acknowledge the authority of the United States, and ask protection for their persons and property.

"HENRY S. TARR, *Intendant.*
"F. GOAGOIRE.
"L. A. EDMOND.
"Rev. J. K. FALL.
"Rev. D. McUCHEM.
"SAMUEL TOGASTIE."

Castle Pinckney was also first entered by a naval officer, and I transmit the rebel standard taken from it by him. I was at Stono, a few miles distant, occupied with the movements upon James island, when a telegram reached me about 11 o'clock, stating that there were signs of an evacuation, upon which the flag-ship was steamed round to Charleston roads, passed between Sumter and Moultrie, and up the harbor to the city batteries on Cooper river, under the guidance of a mate captured from a blockade-runner a few nights since, who professed to know the course that would take the steamer clear of all impediments. The powerful and compact defences on Sullivan's island, the shapeless, but still formidable, ruins of Sumter, the ample and numerous batteries clustered about Fort Johnson, Castle Pinckney, so recently converted into a sand work, and the heavy water batteries that lined the wharves of the city, were all deserted by the rebel forces, leaving behind them the greatest prize of all—Charleston itself—to the care of the flag, the presence of which now betokened constitutional and rightful rule once more restored to this stronghold of the rebellion. As the flag-ship passed along through the fleet the captains of the various vessels had come on board, and after anchoring we landed, and walked along some of the principal streets. The houses were all closed, and, save some foreigners of the laboring class and a few negroes, the streets were deserted. But there was nothing to indicate the ravages of war save here and there, where a rifle-shot from our distant batteries had scarred some dwellings. General Schimmelfennig had been occupied during the night of the 17th in pressing the rebel position of James island, and had been resisted with pertinacity, but it was not until daylight that he advanced, on perceiving that the enemy had retreated. Then he marched on across the island, and finally reached the Ashley river, opposite the west front of the city, where he crossed. The government of the Union is therefore once more restored over this quarter, after a protracted resistance of nearly four years. Why the city was abandoned by the rebel leaders at this time I am unable to perceive. The army of General Sherman is at Columbia, and still manifestly bent on following its march on an interior line. There was no probability of its turning to fasten on Charleston, and it had passed the point where such a deviation was to be expected. There was no well-grounded apprehension, therefore, of being cut off and captured by that army. In the front the land forces of this department that could be brought against the city did not, probably, exceed 6,000 men, while the rebels had about ten thousand (10,000) in the various defences of the city, the harbor, and the approaches. There was certainly no reason to suppose that they could not continue to maintain their almost impregnable works as they had done. The fear of being cut off from supplies of food should not have

produced such a result, for I learn incidentally that the country immediately around still contained sufficient rice and other supplies to have sustained the rebel force until General Sherman had passed, when the more remote regions of Georgia and South Carolina would again be accessible at least by the county roads.

To say that Charleston would be abandoned in order to save a garrison of ten thousand men, which, however effective to hold strong works, would be of small account in the field, seems to be placing the value of the city at a low standard in all points of view—political, military, and financial. To me the fall of Charleston seems scarcely less important than that of Richmond. It is the last seaport by which it can be made sure that a bale of cotton can go abroad. Hence the rebel loan and credit are at an end. Our own credit must improve accordingly. Then the fall of the city enables the Navy Department to reduce its force afloat to such an extent as to reduce the public expense materially.

From the outer world the rebellion is effectually isolated, leaving not the shadow of a pretext for the interference or even notice of any foreign power; the trouble is purely domestic. Finally, the fiction of belligerent powers, and of a neutrality which excludes the United States vessels of war from foreign ports, ends also, together with the pretext that the piracies on the ocean can any longer be admitted as the exercise of a belligerent right—that is, as privateering. And this admits of an immediate understanding with the powers that have allowed this strange proceeding. I have thus given the department a rapid and brief sketch of the events that immediately attended the possession of Charleston by the Union forces, without sufficient leisure to make it as full and complete as the department might desire. With this paper I transmit such of the reports from commanding officers as have been received; they will exhibit to the department the exertions of the officers and their commands to carry out my wishes. It is needless for me to say how faithfully this has been done; and I have only to bestow my hearty commendation on these gentlemen and their crews for the untiring zeal and energy which they have given to their duties.

The gale of Friday night alone prevented the monitors from bestowing their parting compliments to the retreating rebels.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Report of Captain D. B. Ridgely.

UNITED STATES STEAMER SONOMA,
Bull's Bay, S. C., February 19, 1865.

SIR: I have the honor to inform you that the troops under General Potter effected a landing at Onendan creek on the evening of the 17th instant, (about 750 men,) under cover of the launches' howitzers. The remainder of the command were disembarked yesterday at the same place without opposition, and are marching towards Charleston, by the way of Mount Pleasant. I expect to leave here to-morrow to report to you at Charleston. The Ottawa is on the bar. The tug Geranium is coaling from the Ottawa; she has only one day's coal. She will leave to-night with the launches for the Santee, in obedience to your orders. I congratulate you, admiral, on the evac-

uation of Charleston. Commander Stanly, the commanding officer of the landing party, will report to you in detail the part performed by the navy.

Very respectfully, your obedient servant,

DANIEL B. RIDGELY, *Captain U. S. Navy.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Additional report of Captain D. B. Ridgely.

UNITED STATES SHIP SHENANDOAH,
Off Charleston, S. C., February 20, 1865.

SIR: I have the honor to report the return to this place of the remainder of the vessels, launches, and boats detailed by you for the Bull's bay expedition. I am confident that the expedition to Bull's bay embarrassed the rebels, from the number of men-of-war inside and outside of the bay, and the great number of boats provided by the navy to disembark a large land force. The rebels signalled our movements to Charleston day and night, and threw up intrenchments at every point where boats could land. During the evacuation of Charleston the rebels disappeared from Bull's bay, and I am of the opinion that the evacuation of Charleston was hastened by the demonstration made by the army and navy at that point in strong force.

I am, respectfully, &c.,

DANIEL B. RIDGELY, *Captain U. S Navy.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Charleston, S. C.

Report of Commander F. Stanly.

BULL'S BAY, *February* 19, 1865.

SIR: In obedience to orders from Rear-Admiral J. A. Dahlgren, I entered Bull's bay, S. C., on the 12th instant, in command of the expeditionary force, composed of the Pawnee, Sonoma, Ottawa, Winona, Potomska, Wando, J. S. Chambers, three (3) armed tugs, thirty-three (33) boats, and thirteen (13) pieces of artillery, to co-operate with Brigadier General E. E. Potter, with troops and several army transports, against the rear of Charleston. The 12th instant was employed in seeking for a channel to Andersonville; the 13th in passing through one of the straits that runs from this bay through a marsh that forms Sewer bay on the north, (Andersonville being on the southern shore of Sewer bay, fourteen miles from Charleston,) and in engaging the forts at Andersonville. On the 14th we entered a second strait leading to Sewer bay, and engaged another fort with 28-pounder, a shot from one of which dismounted one of our howitzers. We silenced this fort, but found it impossible to cross the shoals and muddy bay in our launches. General Potter, myself, Acting Master John McGowan, jr., (surveying officer,) and Acting Master C. C. Ricker, commanding armed launches, were frequently under fire, sounding in advance for a channel. Heavy weather kept us still the 15th. On the 16th, with your approbation, the Ottawa and Wando were sent off Andersonville, through another strait in the marsh found by Acting Master McGowan, and engaged a third fortification to the eastward of Andersonville, while the launches engaged a fort at that place. Finding it impossible to approach Andersonville in front, I left a strong force there, and half the

army, to keep up appearances, and dashed off with General Potter to the northwest shore of this (Bull's) bay, through a channel discovered by night-work by Acting Master McGowan, and drove the enemy from a strong earth-work on Graham's Point, and effected a landing without the loss of a man. Acting Master's Mate Jacob Kemp, with an armed launch, dashed up the creek in advance and drove the enemy from their rifle-pits. Acting Master William F. Redding was the first to land. Acting Master John Collins, in command of the field artillery, was soon at the point and en route to Andersonville, which was soon occupied by our army. Ensign McGregor accompanied the 32d Massachusetts regiment, with a field-piece, and destroyed a bridge in the rear, and received Colonel Hartwell's thanks. Acting Ensign Marshall, with a field-piece, accompanied the army in their march towards Charleston. General Potter will account for the prisoners captured. General Gilmore had paid us a special visit on the 17th, assuring us that Charleston would surrender on our obtaining a firm foot-hold here. I have no doubt but that our doing so aided much to the fear caused by General Sherman, which has caused the abandonment of Charleston on the 18th. The officers and men of the expedition behaved with gallantry, and amidst depression and fatigue, going for two days on short rations, and working for two nights in boats with their clothing wet through, displayed energy and endurance worthy of the cause in which we are engaged. General Potter expressed on the beach his thanks for our exertions throughout. I found him all that a man should be, in courtesy, daring, and ability. I find the country here full of every kind of stock. I also find large numbers of slaves, but every one of them refuse our offers to accompany us or the army. I am happy to be able to state that all private property has been respected, except horses, beeves, and meal, which our necessities demanded.

Very respectfully, your obedient servant,

Commander F. STANLY,
Commanding Expedition in Bull's Bay.

Captain D. B. RIDGELY, *Senior Officer present.*

Forwarded.

DANIEL B. RIDGELY,
Captain U. S. Navy, and Senior Officer present.

I take great pleasure in stating to you, admiral, that the men of the boat expedition were exposed to hardship and privation, and performed their duty with zeal and cheerfulness.

D. B. RIDGELY, *Captain U. S. Navy.*

Report of Commander Geo. B. Balch.

UNITED STATES STEAM-SLOOP PAWNEE,
North Edisto River, S. C., February 9, 1865.

ADMIRAL: I have the honor to submit the following report of an engagement with three of the enemy's batteries to-day on Togoda creek: At 9 a. m. I despatched the Daffodil, with boats from this ship and the Sonoma, to drag for torpedoes, and finding by signal from the Daffodil that the channel was clear, I got under way, followed by the Sonoma, and anchored in Togoda creek, running a hawser to a tree for a spring. At 9.50 we opened fire on the rebel troops, followed by the Sonoma. The rebels did not reply, and at 0.30 p. m. we ceased firing, both vessels by this time having taken the ground. At 2.40 p. m. opened on the enemy, our fire being replied to from

one battery of six pieces, one of four and one of two pieces of artillery, the enemy using shot and shell very freely, and having a cross-fire on the vessels. As the tide came in we were enabled to spring this ship round so as to bring our broadside guns to bear, and by a rapid fire of shell and shrapnell, well directed, we had, at 4 p. m., completely silenced the batteries, and not a rebel was to be seen. The Sonoma delivered her fire in a very effective manner. The rebel batteries, connected by rifle-pits, were at distances varying from one thousand to two thousand yards. The Pawnee was struck ten times; the Sonoma and Daffodil twice, respectively. Nobody hurt on either vessel. A shot struck on the deck of the Pawnee, passing through an arm-chest, setting it on fire, and going out through the ship's side. My thanks are due to Lieutenant Commander T. S. Fillebrown, commanding the Sonoma, for the efficient aid rendered by him, his officers and crew. You would have been pleased to have witnessed their firing, and it affords me great pleasure to bring to your notice the admirable behavior of all under command of Lieutenant Commander Fillebrown. The Daffodil, Acting Master W. H. Mallard, rendered valuable services, and used her guns in a spirited manner till ordered by me to drop down stream, fearing she might be disabled. The bearing of the officers and crew of the Pawnee merit my warmest commendation; for their admirable gunnery, coolness, and strict attention to orders, I desire to bear my testimony to the commander-in-chief. I deem it my duty to call your attention to the very efficient services rendered by Lieutenant Wm. Whitehead, the executive officer. He is an officer of great merit, cool and brave, and of excellent judgment. Acting Master J. C. Champion and Thomas Moore, Ensign Henry Glass and Acting Master's Mate Charles H. Poor, junior, commanding the gun divisions, served their guns in the most efficient manner, and their splendid gunnery elicited my warmest commendation. Acting Master Edward A. Magone, commanding powder division, assisted by Acting Master's Mate Thomas L. Fisher, performed their duties in the most efficient manner. No complaints were made as to the supply of ammunition for the battery, and I desire to testify my thanks for their services, and also to Gunner James Hayes, who has always performed his duties to my entire satisfaction. Boatswain James Brown rendered valuable assistance in springing the ship whilst under a hot fire. My clerk, Mr. Geo. V. Balch, rendered good service by taking notes of the action, and by pointing out the position of a battery which had a cross-fire on us. I enclose detailed reports from Lieutenant Commander Fillebrown and Acting Master Mallard, as also reports of damages to this vessel, and expenditure of ammunition. At 5.20 p. m., this ship and the Sonoma being afloat, we got under way and stood down the creek, but owing to the extreme narrowness of it we grounded, were towed off by the Daffodil, and at 7.30 p. m. anchored off White Point, our usual station.

I am, very respectfully, your obedient servant,

GEO. B. BALCH,
Commander U. S. N., Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Port Royal, S. C.

Report of Lieutenant William Whitehead.

UNITED STATES STEAM-SLOOP PAWNEE,
North Edisto River, February 10, 1865.

SIR: I have the honor to submit the following report of injuries experienced by this vessel in action with the rebel batteries on Togoda creek during the afternoon of the 9th instant. On the port bow, ten feet abaft

and below the bill port, the outside planking was pierced and torn away for a space of eighteen inches by the explosion of a shell; immediately below this, and on the water-line, is the mark of a glancing shot. In the port waist, near the gangway, a twelve-pound shell struck, and exploded in one of the spar-deck scuppers. Five feet forward of the port mizzen rigging, and three feet above the water-line, is the mark of a glancing shot. On the starboard side, near the mizzen topmast backstay, and just above the spar-deck, the side was pierced by a rifled bolt from the inside out. The smoke-pipe was struck by a shell, which exploded inside, the fragments tearing the iron considerably on their exit. The port mizzen topmast backstay was cut by one shot, and the starboard mizzen topmast shroud by another. The ridge rope was cut by a shot immediately over the 100-pounder rifle. The spanker was cut by a shot, and being furled, was badly damaged. In all, we were struck ten times—in the hull five times; in the smoke-pipe once; in the rigging three times; in the sails once.

Very respectfully, sir, your obedient servant,

WM. WHITEHEAD, *Lieutenant U. S. N.*

Commander GEO. B. BALCH, U. S. N.,
Commanding U. S. S. Pawnee.

UNITED STATES STEAM-SLOOP PAWNEE,
North Edisto River, S. C., February 9, 1865.

SIR: There was expended in the action of to-day with the enemy's battery the following in the gunner's department, viz:

189 (IX-inch) shell, 5″ and 10″.
124 (IX-inch) shrapnell, 5″ Borrman fuze.
44 (100-pdr.) Schenkl shells, percussion.
9 (100-pdr.) Parrott shells.
2 (100-pdr.) Parrott shrapnell.
14 (12-pdr.) rifle howitzer shell, percussion.
3,130 pounds cannon powder (IX-inch.)
550 pounds rifle powder (100-pdr.)
14 pounds rifle powder (12-pdr. howitzer.)
500 cannon primers.
3 IX-inch breechings.
10 cartridge boxes and belts; 10 bayonets.
400 rounds of buck cartridge; 1,000 percussion caps were destroyed by a shot passing through the arm-chest.

Very respectfully,

JAMES HAYES, *Gunner.*

Commander GEO. B. BALCH, U. S. N.

UNITED STATES STEAM-SLOOP PAWNEE,
North Edisto River, S. C., February 10, 1865.

SIR: I have the honor to report the following damages to the rigging of this vessel sustained during the action of Togoda creek, February 9, 1865, viz:

Port mizzen topmast backstay shot away.
Starboard mizzen topmast shroud shot away.
Spanker and brails cut away by a shot.
Port spanker boom topping-lift stranded by a shot.
Port ridge rope stranded by a shot.

Respectfully submitted,

JAS. BROWN, *Boatswain U. S. N.*

Commander GEO. B. BALCH,
Com'dg U. S. Steam Sloop Pawnee, North Edisto River, S. C.

Report of Lieutenant Commander T. Scott Fillebrown.

UNITED STATES STEAMER SONOMA,
Off King's Creek, S. C., February 9, 1865.

SIR: I have the honor to submit the following report of the part taken by the Sonoma in the engagement with the rebel batteries on the Togoda to-day: We got under way at 9.40 a. m. and steamed up the Togoda and anchored near the house of Col. James King; on anchoring, opened a slow fire in the direction of the batteries, only one of which was visible from this vessel, without eliciting any reply. At 12 o'clock we ceased firing, in obedience to your order. At 2.45 the enemy opened a brisk fire from the battery ahead of the Pawnee, and immediately from the other batteries, also from field artillery in the woods on our port-beam and bow. We returned the fire immediately and drove the artillery from their position and the rebels to their bomb-proofs, completely silencing them. Only two shot struck this vessel, one of which cut away the ventilator to the fire-room and dropped on deck; this was a cylindro-conoidal shot $3\frac{1}{2}$ inches in diameter. The other shot struck and broke two of the coal-scuttle plates and passed through a port. At 6 we ceased firing and got under way, the tide having raised sufficiently to float the vessel, and returned to our anchorage at the mouth of King's creek. I may as well mention that the Sonoma was on the bottom during the whole action. I also submit my opinion, that to capture these batteries required the assistance of troops. In conclusion, I must testify to the conduct of the officers and crew of this vessel. They all performed their duty in a manner highly creditable to themselves and to the honor of the flag. I enclose herewith the report of damages and amount of ammunition expended.

Very respectfully, your obedient servant,

THOMAS SCOTT FILLEBROWN,
Lieutenant Commander.

Commander GEORGE B. BALCH,
Senior Officer, off White Point, North Edisto River.

UNITED STATES STEAMER SONOMA,
North Edisto, February 10, 1865.

SIR: There was expended yesterday at the rebel batteries the following amount of ammunition and projectiles:

XI-inch pivot, 5-seconds, 10-seconds, and 15-seconds shell, 53; XI-inch pivot, empty, 1; XI-inch pivot, shrapnell, 5-seconds and 10-seconds, 10; XI-inch pivot, stands grape, 8; XI-inch pivot, charges 15-pounds, 72; IX-inch

guns, shell, 5-seconds, 10-seconds, and 15-seconds, 89; IX-inch guns, shrapnell, 5-seconds and 10-seconds, 17; IX-inch guns, stands grape, 55; IX-inch 10-pound charges, 161; 100-pounder Parrott, Schenkl shell, 23; 100-pounder Parrott, 10-pound charges, 23; cannon primers, 300.

Respectfully,

JAMES M. HOGG, *Gunner.*

Respectfully forwarded. THOMAS SCOTT FILLEBROWN,
Lieutenant Commander.

Report of Acting Master William H. Mallard.

UNITED STATES STEAMER DAFFODIL,
North Edisto River, S. C., February 10, 1865.

SIR: I have the honor to make the following report of the part taken by this vessel in the attack of yesterday upon the batteries on the Togoda river: In obedience to your order, I proceeded up the river with two launches, one from the Pawnee and one from the Sonoma, to drag for torpedoes. At 10 a. m., finding the river clear, I made signal to that effect, and opened fire with my rifled 20-pounders on the batteries up the river, but as they fell short I ceased firing. In the mean time the Pawnee and Sonoma came up and commenced firing on the batteries. They then ceased firing, and the vessels having grounded we lay waiting for flood tide. At 2.40 p. m. the Pawnee opened with her 100-pounder rifle on some troops in the upper battery, and immediately the action became general. At 3 p. m. received orders from Captain Balch to drop out of range, and in doing so received a rifle shot in our port bow, crushing in the deck, but striking and parting the chain cable, it ricocheted over our starboard bow; another shot struck our smoke-stack, but did no damage. At about 4 p. m. silenced the enemy's batteries. At 5 p. m. firing ceased, the tide having risen sufficient for the vessels to withdraw. The Pawnee, in endeavoring to turn around, grounded. We then backed down to her, took her hawser and towed her off. I expended in ammunition the following, viz: Twenty 20-pounder Parrot shell; ten 20-pounder Dahlgren shell.

I am, very respectfully, your obedient servant,

WILLIAM H. MALLARD,
Acting Master, Commanding.

Commander G. B. BALCH,
Commanding United States Steamer Pawnee.

Report of Lieutenant Commander A. A. Semmes.

UNITED STATES STEAMER LEHIGH,
Stono Inlet, February 11, 1865.

SIR: in obedience to your order of the 9th instant, I left Charleston roads with this vessel at the earliest possible moment, and arrived here at 9 a. m. the 10th. Immediately upon my arrival, Lieutenant Commander A. W. Johnson informed me of the disposition of the naval force here, which being the best that could be made, I didn't meddle with. It was as follows: the McDonough, Lieutenant Commander A. F. Crosman, and the Dan Smith, bomb-vessels, Acting Master Voorhees, with the Geranium, as tender, were up Folly river; the Wissahickon, Lieutenant Commander Johnson, and the C. P. Williams, Acting Master Parker, up the Stono. The two former covered the right and fronts of our troops; the two latter, the left. With this

vessel I took position a little further up the river than the other vessels. When I arrived, the vessels were keeping up a fire suitable to the object in view. In the afternoon I directed some shells to be thrown to the left of our troops, and some also on Johnson's island to feel the batteries. There was no reply. Two army officers, aids to the commanding officer in the field, came off during the day to make arrangements and establish signals relative to our fire. A fire of one shell every fifteen minutes was kept up by the vessels in the Stono, from 8 p. m. the 10th to six this morning, to the left of our line. This forenoon, small squads of rebels showing themselves on the way from Battery Pringle towards our forces, I hastened their movements by one or two well-directed shells. Learning about 4 p. m. that the army had withdrawn, and feeling there was no necessity for remaining above the junction of the Stono and Kionah, I ordered the other vessels below, and took the lead myself. We expended the following ammunition on board this vessel:

Eleven (11) 150-pounder Schenkl percussion shell; eleven (11) 16 lb. charges; thirteen (13) 12-pounder Schenkl percussion shell; thirty-three (33) 12-pounder Hotchkiss percussion shell; forty-six (46) 13-ounce charges for Dahlgren rifled howitzers; fifty-seven (57) cannon primers.

Lieutenant Commander Crosman remained up the Folly river until notified there was no further necessity, and then resumed his former station at the junction of the Kionah and Stono.

I judge from the direction of the fire and from its rapidity, particularly in the Folly river, that the naval co-operation was satisfactory.

I am, very respectfully, your obedient servant,

A. A. SEMMES, *Lieutenant Com'der U. S. Navy.*

Rear-Admiral JNO. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Additional reports of Lieutenant Commander A. A. Semmes.

UNITED STATES STEAMER LEHIGH,
Stono Inlet, S. C., February 16, 1865.

SIR: At daylight the 14th instant the vessels in this inlet moved to the stations assigned them, for co-operation with the army in another demonstration against the rebel works on James island; the Lehigh, Wissahickon, and C. P. Williams, up the Stono, covering the left of our troops, and the McDonough and Dan Smith, up the Folly river, covering the front and right. From 8 a. m. to 6 p. m. the 14th, one shell was fired every five minutes by the vessels in the Stono, whilst a suitable fire was kept up by those in the Folly river. These positions were maintained until the following morning, when the vessels resumed their former blockading stations. The following ammunition was expended on board this vessel:

38 12-pounder Hotchkiss shells, percussion; 3 Schenkl shell, percussion; 42 charges, 13-ounce; 42 primers, (cannon,).

I am, very respectfully, your obedient servant,

A. A. SEMMES, *Lieutenant Com'der and Senior Officer.*

Rear-Admiral JNO. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

UNITED STATES STEAMER LEHIGH,
Stono River, S. C., February 18, 1865.

SIR: At dusk, yesterday, I took position to cover our troops, at the same time issuing directions as to station and direction of fire to the other ves-

sels, in accordance with memorandum furnished by yourself. A steady fire was kept up from the Wissahickon and this vessel from 8 p. m. to 2 a. m. in this river. (I have not heard from the McDonough and Dan Smith yet.)

The schooner C. P. Williams unfortunately grounded, and could not be gotten into range. A sharp artillery fire was going on on James island during this time. At daylight this morning, being in want of ammunition, I went down to Folly river, and whilst there called on board the Harvest Moon to report to you verbally what came under my observation during the night. Whilst there, Lieutenant Commander Johnson sent me word of the evacuation of James island, which I immediately ordered the officer to report to you. Shortly after you left for Charleston, I again went up the Stono in my boat to the Wissahickon, directed that vessel and the C. P. Williams to be moved further up, and then pushed on in my boat to Fort Pringle, then in possession of our troops. Battery Tyne and the other batteries on John's island had been abandoned by the rebels. Pringle mounts seven *bona fide* guns, six and eight-inch smooth-bore old thirty-twos, and forty-two rifled, and one ten-inch; a small earthwork on its left had two thirty-twos and a mortar. The usual quantity of projectiles, kept ready in fortifications for a day's work, were found by the guns. The powder was destroyed by throwing it into mud-puddles. The gun equipments generally were left ready for use. I was informed by an orderly sergeant of the United States colored troops that seventy torpedoes had been planted in the channel; boats are now out dragging for them, so as to clear the channel in case we should want to use this river. The Nahant arrived this afternoon, and her commander has reported on board.

Ammunition expended last night: 15 150-pounder Schenkl percussion shell; 15 16-lb. charges; 40 12-pounder Hotchkiss percussion shell; 2 12-pounder Schenkl percussion shell; 42 13-ounce charges, (rifle howitzer;) 50 cannon primers.

February 19.—Boats succeeded in picking up three torpedoes last night; more were found, but not landed Four were caught at one time; two of them landed, and one exploded; they are made of wood, with two fuzes, and contain each about one-fourth of a flour-barrel of powder. I will leave the Nahant and two mortar schooners to clear the channel to Fort Pringle. These torpedoes were found in the bend where the wooden vessels fired from last summer—about four hundred yards from my present anchorage. I unloaded one on the deck, the powder and fuzes of which were perfect. They were anchored with mushroom anchors. I will send the McDonough to South Edisto as soon as possible.

I am, respectfully, your obedient servant,

A. A. SEMMES, *Lieutenant Com'der, Senior Officer.*

Rear-Admiral JOHN A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Report of Lieutenant Commander A. W. Johnson.

UNITED STATES STEAMER WISSAHICKON,
Stono River, S. C., February 12, 1865.

ADMIRAL: On the 10th instant, at early daylight, and after a personal interview with Brigadier General A. Schimmelfennig, commanding this district, as to his proposed demonstrations against the defences of the enemy on James island, I ordered the United States steamer McDonough, Lieutenant Commander A. F. Crosman, with the United States steamer Geranium as a tender, up the Folly river, beyond the position now occupied by the

mortar schooner, Dan Smith, to support the landing of the right wing of the infantry, and proceeded up the Stono river in this vessel, accompanied by the mortar schooner C. P. Williams, in tow of the United States steamer Azalia, to an anchorage commanding the enemy's rifle-pits, and cleared the way with shell for the advance of the left wing of the land forces. During the forenoon of the same day the United States steamer Lehigh, Lieutenant Commander Semmes, arrived in the stream, and her commander being the senior officer, I informed him of all that had been done, and transferred the direction of future operations to him. Enclosed is the amount of ammunition expended from this vessel while on the service.

I am, very respectfully, your obedient servant,

A. W. JOHNSON, *Lieutenant Commander.*

Admiral J. A. DAHLGREN, U. S. N.,
Com'dg S. A. B. Fleet, Flag-Steamer Harvest Moon.

Report of Acting Master George W. Parker.

UNITED STATES SCHOONER C. P. WILLIAMS,
Stono Inlet, February 12, 1865.

SIR: I beg leave to report that, in obedience to orders received from Lieutenant Commander A. W. Johnson, of the Wissahickon, February 9, I got this vessel ready to go into action. Came up with fore-rigging, unbent foresail; saw everything clear for using the mortar.

At 9.30 p. m. United States tug Azalia came alongside. At 3 o'clock a. m., on the morning of the 10th, hove up anchor and proceeded up Stono river in tow by the tug Azalia. At 4.20 came to anchor just below the obstructions. At 8.30 a. m. the tug moved us further up the river; came to anchor about one-quarter of a mile above the obstructions.

At 9 a. m. opened fire with the mortar on a clump of woods and some houses near the woods, as directed by Captain Johnson; kept up fire with the mortar at intervals of ten minutes till 4 o'clock p. m., at which time ceased firing with mortar. At 8 p. m. opened fire with the twenty-pound rifle, as directed by Lieutenant Commander A. A. Semmes, of the United States steamer Lehigh, firing every fifteen minutes. At 12 p. m. broke the screws to the lock plate of the rifle. Opened fire with the thirty-two pounder broadside gun in place of twenty-pound rifle. At 6 a. m., February 11, ceased firing.

At 4.45 p. m., in obedience to orders from Captain Semmes, of the United States steamer Lehigh, was taken in tow by the United States tug Clover, and proceeded down the river to our former anchorage.

Enclosed please find list of ammunition expended on the 10th and 11th on board of this vessel.

Very respectfully, your obedient servant,

GEORGE W. PARKER,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Com'dg S. A. B. Squadron, Port Royal, S. C.

Additional report of Lieutenant Commander A. W. Johnson.

UNITED STATES STEAMER WISSAHICKON,
Stono River, S. C., February 15, 1865.

ADMIRAL: On the 14th instant, by direction of the senior officer present, Lieutenant Commander Semmes, I got under way in this vessel at daylight,

and, with the mortar schooner C. P. Williams in tow, steamed up the Stono river to the position assigned her, and after taking our own, commenced shelling the rifle-pits of the enemy, agreeably to instructions. The report of expenditure of ammunition on that service is herewith enclosed.

I am, very respectfully, your obedient servant,

A. W. JOHNSON, *Lieutenant Commander.*

Admiral J. A. DAHLGREN, U. S. N.
Com'dg S. A. B. Fleet, Flag-Steamer Harvest Moon.

Reports of Acting Master F. M. Montell.

UNITED STATES STEAMER POTOMSKA,
Cooper River, above Magnolia Bend, February 19, 1865.

SIR: I beg most respectfully to inform you that, in obedience to orders, I moved up here last night for the purpose of supporting the advance picket line of the federal army, where I shall remain until further orders from you.

I am, very respectfully, your obedient servant,

F. M. MONTELL, *Acting Master, Com'dg.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston city, S. C.

UNITED STATES STEAMER POTOMSKA,
Magnolia Bend, Cooper River, S. C., February 21, 1865.

SIR: I beg most respectfully to inform you that this morning, at 3.45, a volley of musketry, numbering, as near as we could judge, of about forty muskets, was fired into us from a plantation on the bank of the river. The battery being all ready and the gun's crews at quarters, we immediately discharged our port broadside guns (32-pounders of 57 cwt.) and our rifle 26-pounder Parrott, aimed in the direction from which the volley was fired. We discharged several stand of grape and a few five-second shell. This plantation was deserted yesterday morning at 11 o'clock. The slaves, as I understand, were herded together the night previous for the purpose of being transported to Georgetown, by the way of the Georgetown and Old Ferry road, but several succeeded in escaping from their masters. From the unintelligible and seeming unwillingness on their part to impart much information I have been unable to procure the information desired, but will endeavor to ascertain during the day the full particulars. The plantation belongs to one Colonel Singleton, a rank secessionist, and who has often boasted of going on Long island and shooting our pickets.

I am, very respectfully, your obedient servant,

F. M. MONTELL, *Acting Master, Com'dg.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron, off Charleston city, S. C.

ADDITIONAL PAPERS CONNECTED WITH THE EVACUATION AND OCCUPATION OF CHARLESTON.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, March 21, 1865.

SIR: I herewith enclose, for the information of the Navy Department, some additional papers in reference to the occupation of Charleston, and have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Instructions to Commander G. B. Balch.

FLAG-STEAMER HARVEST MOON,
Bull's Bay, S. C., February 16, 1865.

SIR: You will proceed with the Pawnee to South Edisto.

I am informed by General Gillmore that General Hatch was on the Combahee on the 14th with orders to push forward to Edisto, and that a naval demonstration up the Edisto would aid him, and might open communication with him if made on the 15th or 16th. General Hatch will try to reach Jacksonville and Willstown.

Your object will be to make such demonstration as may be in your power. The McDonough is ordered to the South Edisto, and you will be followed by one of the gunboats now here and some tug.

Look out for torpedoes, and feel your way carefully up the river.

Keep me informed of your progress.

Very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Commander GEORGE B. BALCH,
Commanding U. S. S. Pawnee.

Memorandum for Lieut. Commander Semmes, Stono.

STONO, *February* 17.

The general anticipates the abandonment of James island by the rebels, and will feel them strongly to-night on the line from the Stono towards Seceshville.

It is desirable that a fire from the vessels shall assist by covering the flanks of his force.

The Lehigh, Wissahickon, and a mortar schooner will operate from the Stono, at a position about that to which the Lehigh advanced a few days since.

The McDonough will join the mortar schooner in the branch of the Folly river, near our position on Cole's island, so as to reach Seceshville at long range, and cover our right flank, the latter being the main purpose.

If the general finds James island evacuated he is to signal to the Charleston vessels inside.

I expect to leave for Charleston roads, where keep me informed.

Very respectfully,

J. A. DAHLGREN, *Rear-Admiral.*

Instructions to Captain G. H. Scott.

FLAG-SHIP HARVEST MOON,
Stono, February 17, 1865.

SIR: There are rumors in circulation that the rebels are about to evacuate Charleston, and I have a telegram from the headquarters, Morris island, stating that the rebel telegram intercepted indicates preparations for such an event.

When the Nahant comes here, you will still have in Charleston roads six monitors, one of which is double turreted.

I desire, therefore, that the movements of the rebels at all points of the harbor shall be closely and vigilantly watched, and that measures be immediately taken to apprize me, by signal, of the first appearance of any abandonment of the city or harbor defences.

It may be advisable to draw the fire of Moultrie occasionally, in order to verify the condition of things there. This may be done at sufficient intervals by the monitor on picket at the advance station, which, by order, is 2,300 yards distant.

The boats must be very alert in observing the rebels, and one or two should pull out from the island between Johnson and Sumter.

Very respectfully, your obedient servant,

J. A. DAHLGREN, *Rear-Admiral.*

Captain SCOTT, *Senior Officer, &c.*

FLAG-SHIP HARVEST MOON,
Folly River, February 17, 1865.

SIR: You will direct the naval battery of XI-inch guns on Morris island to open on Sullivan's island, directing at least half the fire to the bridge from Sullivan's island to Mount Pleasant. The firing should be deliberate—say a shot every five minutes from the battery; to cease, or continue, or fire faster, as circumstances may require.

It may be well to fire occasionally on Fort Johnson, if the guns will bear.

The general is under the impression that the rebels are about to evacuate, and that they may begin to-night.

I had intended to come round, but it is reported as blowing a gale, and too rough on the bar for my steamer.

Say to the commanding officer on Morris island that the naval battery opened by arrangement with General S——.

Very respectfully,

J. A. DAHLGREN, *Rear-Admiral.*

Captain SCOTT, *Senior Officer.*

Report of Lieut. Commander George E. Belknap.

UNITED STATES STEAMER CANONICUS,
Charleston Harbor, S. C., February 19, 1865.

ADMIRAL: I have the honor to report that on the night of the 17th instant I had the advance picket duty at the entrance of the harbor, with the vessel under my command. Throughout the night our batteries on Cummings's Point shelled the rebel works on the western end of Sullivan's island, the enemy replying with an occasional shot from Fort Moultrie during the first watch.

During the mid and morning watches, heavy fires broke out in the city, and heavy explosions were heard now and then in the direction of the town, as well as on James island.

At daylight I got the ship under way and steamed up towards Moultrie, but the air was so full of haze and smoke that nothing could be seen until after 7 o'clock a. m. At about 7.45 a. m. the sun cleared the atmosphere a little, and approaching within long range of Moultrie, I threw two shells into that work. Eliciting no response, I despatched a tug to the John Adams to inform Captain Scott that I could discover no movements on the island. The rebel flag was still flying, however, on Moultrie, as well as on Castle Pinckney and in the city.

At this time, also, a magazine blew up in Battery Lee. Believing from these facts that a party of the enemy were still on the island, destroying their stores, magazines, &c., I did not deem it prudent to risk a boat's crew on shore, nor, with the recent fate of the Patapsco before our eyes, did I think it proper to risk the ship in a simple reconnoissance by standing further up the channel. In the mean time the Mahopa, the supporting monitor, weighed her anchor and came up the channel near this ship.

After sending the tug to communicate with Captain Scott, I steamed slowly down towards Wagner buoy. When abreast of the buoy a boat was observed to push off from Cummings's Point and pull towards Sumter; and a few minutes later a boat, showing a white flag, was discovered pulling over from Sullivan's island.

I immediately put the ship about, steamed up the channel at full speed, and sent an armed boat, in charge of Acting Ensign R. E. Anson, to land at Moultrie and take possession.

The army boat, and one from the Mahopac, had in the mean time communicated with the boat from the island, and were now pulling in for the fort also. The army boat, having the start, reached the shore first, when Mr. Anson kept away and pulled down for Battery Beauregard, landed and hoisted the flag upon that work. The Mahopac's boat, taking the opposite direction, soon put the national colors upon Battery Lee.

About 9 o'clock a. m. I boarded and took possession of the English blockade-runner Sylph, or Celt, which ran ashore abreast of Moultrie on the night of the 14th instant, coming out of the harbor with a cargo of cotton. I did not deem it necessary to hoist a flag upon her. There are in Fort Beauregard eleven guns, of the following classes and calibre, viz: one 10-inch, three 8-inch, and three 6-inch smooth-bores; one 8-inch and two 6½-inch rifled guns. All these guns are in serviceable condition except the 8-inch rifle and one 6½-inch rifle, which are spiked.

Very respectfully, your obedient servant,

GEORGE E. BELKNAP,
Lieutenant Commander.

Rear-Admiral JOHN A. DAHLGREN,
Com'dg S. A. B. Squadron, Flag-Ship Philadelphia.

Rebel vessels taken possession of at Charleston.—Reports of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Charleston, S. C., April 13, 1865.

SIR: I beg leave to inform the department that, as soon as convenient after entering this harbor, I took possession of a rebel iron-clad called the Columbia. This vessel had been docked for some slight repairs, and was then to have gone at once into active service. In coming out of dock she grounded on a ledge or wreck, and remained there, and was in that condition when we entered.

Pumps were procured, and driven by steam, by means of which the vessel was floated from her situation and laid on a level slope, where she has straightened nearly to the original limit. Other measures were then adopted to float and repair the hull. Four schooners were brought near, so as to take chains under the bottom. Additional pumps were sent for, and four schooners placed at hand, so as to receive the ends of chains brought under the bottom, so as to aid in raising and maintaining her afloat after the

pumps had done their office. A thrummed sail was also prepared for the bottom, and more of the plating removed. In a few days all will be ready to commence, and there is every prospect that I shall then be able to apprise the department that the rebel ram is fully afloat.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. Gideon Welles, *Secretary of the Navy.*

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Flag-Ship Philadelphia,

Charleston Harbor, April 24, 1865.

Sir: The following named vessels, found here upon the occupation of this place by the Union forces, are now in use by the navy:

The Transport, a new light-draught vessel, high-pressure engine, probably forty tons burden; the Lady Davis, a very good iron-hulled vessel, no engine, suitable for stores; and the Mab, a very small steamer, comparatively worthless for important purposes both in the hull and engine, but useful in various small ways.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. Gideon Welles, *Secretary of the Navy.*

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Flag-Ship Philadelphia,

Charleston Harbor, April 28, 1865.

Sir: When the naval forces under my command occupied this harbor severalrebel vessels were captured, as follows:

1st. The rebel ram Columbia—which was all ready for service, armed, manned, and steam up, but had grounded in coming out of dock, January 12, and was saved by us after much effort—has been floated on the 26th of April. She is 209 feet long (extreme,) beam 49 feet, has a casemate of 65 feet long, pierced for six guns, one at each side and one at each of the four corners, pivots to point ahead, or astern, and to the side. She has two engines, high pressure, and plated on the casemates with six inches of iron in thickness; quite equal, it is believed, to the best of the kind built by the rebels.

2d. A cigar-shaped steamer, 160 feet long, and said to be able to carry 250 to 300 bales of cotton; new, and may be ready for sea in two weeks.

3d. Three torpedo-boats, one of which is in steaming order, and the others will be so soon.

4th. A light-draught side-wheel steamer, very convenient for carrying stores in harbor service, and from place to place in the inland navigation.

5th. A very little side-wheel boat, (Queen Mab,) fit for shoal water.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. Gideon Welles, *Secretary of the Navy.*

Complimentary letter of General Schimmelfennig to Rear-Admiral Dahlgren.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, April 15, 1865.

SIR: It gives me pleasure to transmit to the department a copy of a communication received from General Schimmelfennig on his departure from this military district.

I value the expression of opinion the more because it proceeds from an officer who has himself given constant proofs of his zeal and ability.

His skilful disposition last summer came near deciding the fate of Charleston, by the surprise of Fort Johnson, which only failed through the misconduct of some who had been intrusted with the execution of his orders.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

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CHARLESTON, S. C., *April* 10, 1865.

ADMIRAL: Being obliged to leave the department on account of ill health, I beg you to allow me, before parting, to express to you and to the officers under your command my high esteem and my sincere thanks for the uniform courtesy and invaluable co-operation I have received at your hands.

I have had the honor to be intrusted with the command before Charleston for nearly a year past, and have been stationed in front of Charleston for over twenty months. During this period I myself, as well as the other officers in the district, have been thrown into almost daily contact with the officers of the navy, and the most pleasant relations have always existed between the two branches of the service—good feeling and true comradeship were the invariable rule—not a single instance of discord ever came to my knowledge.

My command before Charleston could at no time be considered in any other light than as a landed force serving to render the blockade more effective. Varying in numbers between three and six thousand effective men, it could scarcely be called a corps of observation.

I was not, however, satisfied with holding my position against the superior numbers of the enemy, and with being always well informed of his doings, but made it my further object to oblige the enemy at all times to maintain in his strong position a force nearly double my own. By harassing him continually, and by attacking him whenever he was about to reduce his force, I fully attained these results.

When General Grant forced the enemy back from the Rappahannock to Richmond, troops in my front received marching orders. I immediately attacked; these troops were not sent north, and the commanding officer in Charleston called for re-enforcements from Virginia.

When General Sherman fought his battles before Atlanta, I again, under orders from General Foster, attacked the enemy, and the result was that troops were sent from Atlanta to Charleston, though the enemy outnumbered us two to one.

Once more, when General Sherman was about to force his way over the North Edisto river, I attacked and harassed the enemy continually for a week. Not a man was detached from Charleston; and when General Hardee finally evacuated the city he had a force nearly double to that of all the troops operating against Charleston under General Gillmore.

I mention these facts, admiral, merely in order to add that I SHOULD NEVER HAVE BEEN ABLE TO ATTAIN THESE RESULTS WITHOUT THE HEARTY AND MOST EFFICIENT ASSISTANCE OF THE FLEET UNDER YOUR COMMAND.

Day or night, for whatever purpose, I never applied in vain to you or to any of your officers.

More than once I was short of means of transportation; your gunboats took my troops on board, accommodated batteries, horses and all, on their decks, and risked their vessels in running up narrow and winding creeks.

When my troops advanced into the enemy's ground your gunboats and iron-clads went up the rivers and creeks, covering my flanks, entirely regardless of the enemy's fire, within most effective range. The artillery practice of your vessels was always excellent, and elicited my unqualified admiration. Under its cover I safely retreated, when necessary, over marshes and creeks without losing a man.

It is not my personal opinion alone, admiral, that I am giving expression to. I believe myself empowered to say that it is, and always was, equally the opinion of those commanding under me, and as a proof of it I beg to add a few lines from the report of the James island affair of last February, by Brevet Brigadier General Hartwell, one of the best and bravest soldiers in the department.

General Hartwell says: "Of Lieutenant Commander Johnson, senior naval officer present, and his next in command, Lieutenant Commander Crossman, *too much cannot be said*, and I would respectfully request the brigadier general commanding to cause the admiral to be informed of the hearty and effective co-operation of these two officers."

With my best wishes for your welfare, admiral, and for the welfare of those under your command, I have the honor to be, most respectfully, your obedient servant,

A. SCHIMMELFENNIG,
Brigadier General Volunteers.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. Blockading Squadron, &c., &c., &c.

THE OBSTRUCTIONS AND DEFENCES OF CHARLESTON HARBOR.

Report of Rear-Admiral Dahlgren.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, June 1, 1865.

SIR: The directions of the department in regard to the obstructions in this harbor were not received in time for the full execution which I would have desired.

The rebels evacuated their positions about the city on the 18th February, and I lost no time in ordering the prompt removal of all the impediments to navigation that obstructed the entrance.

My time was, however, so much engrossed by passing events of importance that I could give no personal attention to the matter, for the number of our troops on the spot was very small compared to the extent of the positions to be occupied—the force and movements of the rebels not clearly ascertained; and I also desired to press them in the direction of the Santee and Georgetown, which was done by sending detachments of vessels to both these places on the 20th.

As soon as I could collect and despatch such forces as were at disposal I left myself for Georgetown, where it seems the rebels had not awaited the naval attack, but had left precipitately on seeing the steamers enter.

Remaining at Georgetown no longer than was needed to arrange matters, I returned to Charleston on the 4th March, and then received the directions of the department in relation to the obstructions.

The tugs and boats had been employed for two weeks in clearing away the obstructions at the entrance, pursuing the summary process of cutting the ropes from the buoys and letting them sink; a portion of which had been taken in on the decks, but had been afterwards thrown overboard, so that it was impossible to procure a single complete specimen as it had floated in the water.

Different tugs and boats had been employed on the duty, and some discrepancies were thus caused in the various reports, verbal and written. Still there is sufficient information derivable from the results of examination, and from the evidence of parties who had been engaged in placing the obstructions, to convey a fair idea of what they really were, and to verify previous impressions obtained from deserters and other sources.

For the satisfaction of the department I annex some of the reports made by those engaged in the removal, and some of the statements made by deserters, which were deemed most reliable at the time, and were also more complete.

Soon after reaching the city upon its abandonment by the rebels, it was reported to me that parties were within reach who had been employed on the obstructions by the rebels. They were sent for, and undertook to point out the locality and assist in the removal.

The principal of these was W. W. Gray, who stated that he had had charge for some time of the fabrication and placing of the torpedoes, but becoming suspected by the rebels, had been arrested and imprisoned for the last six months. The nature and extent of his duties were sustained by copies of his official correspondence, which were found in one of the offices, and by other evidence.

There were two others, Woods and Thompson, carpenters by trade, whose business it had been to make the barrel torpedoes, and on two occasions they had laid them down in the channel. Different tugs were assigned to the work, one or more at a time, with boats.

The only passage from the outer roads into the harbor of Charleston is less than a mile at its narrowest part, between Sullivan's island and the shoals on which Fort Sumter is built. Across this lay the first series of obstructions. When first resorted to these were of different kinds—of rope, or of heavy masses of timber, floating bars of railroad iron.

It is difficult to ascertain with exactness at what time each of these were adopted. Common report was never precise, and in that respect was probably a fair exponent of the common information at the time.

The statements of the persons who knew anything of the matter, and were accessible, differ as to which of these were used first.

According to Mr. Smith, who had been actually employed on this work, the rope obstructions were first put down in 1861, formed into one continuous line, and floated across the channel from Sumter to Battery Bee. But this was so frequently displaced by the current that it was cut into lengths, which, with the addition of others, were anchored at one end in two lines, and rode to the tide.

It is probable that the casks seen on the 7th April were the turpentine barrels of this obstruction; and, moreover, a plan of the entrance, signed by Major Echols, engineer, shows the double line of rope obstructions.

In the summer of 1863 the boom of railroad iron was placed, consisting

of several timbers banded into a mass and floating the railroad bars. And this account is so far confirmed that in December, 1863, a quantity of boom answering to this description was washed away by the winter gales and came down the channel. Some of it was hauled up on the beach of Morris island. I saw this work in progress one day, and was told that as many as thirty-three of the bars had been secured.

I have been at a loss to understand the exact manner in which these bars were connected to the timbers. The accounts given do not accord, and some separation had generally been effected before any of them were seen by us.

They may have been encased in the timbers, or suspended from them as described by Mr. Smith, but in any case they would have been difficult to remove under the heavy fire of the rebel works.

It is probable, from the several statements, that whenever the use of the boom obstructions across the entrance between Sumter and Moultrie may have begun, the parts were not renewed as they disappeared, but were replaced from time to time by those of rope, until at last the winter freshets of 1863 and 1864 carried away the whole structure.

The obstructions which were actually found in position between Sumter and Moultrie, after we entered, were of rope only.

The entire line is reported to have been made up of a number of separate parts, each of which consisted of a stout shroud-laid rope, floated at intervals by buoys of pine log, and anchored by a heavy grapnel. From this floating rope hung down at intervals six parts of a lighter rope. The exact dimensions are variously given, as well as the number of floats and hangers.

The pine buoys, which were used as samples, were thirty-nine (39) inches long and fifteen (15) inches in diameter, with a stout iron staple near each end, through which passed the part of rope that was to be floated.

It was said to have been the design to place these parts or sections in two lines, about sixty (60) or one hundred (100) feet apart, with similar intervals. But it may be easily conceived that the intention could not be carried out with exactness in the first place, and that subsequently, in replacing sections that were lost or not visible, the plan would be still further confused, partly by the impossibility of knowing with certainty at night where the sections were missing, and partly because in doing so it seemed better to err in having too many than too few.

Hence the directions of the lines were not maintained with exactness, and the allotted number of sections was in excess of that contemplated. Nor was the exact position and number of those which were found in place noted as well as they should have been, for the reasons already stated, and when my attention was drawn to the subject it was too late to remedy the omission. Drawings were, therefore, necessarily made from the several parts, but it is believed they afford a fair representation of the entire whole.

As different tugs and boats were employed at different times, there was some discrepancy in the returns sent me, which, as already stated, were not made as they should have been.

Mr. Gray gives the whole number as 226, which, at intervals of one hundred (100) feet, would be too many to be included in the distance of one mile, but it may be explained by the continued renewal of what was supposed to be lost, and which were not so really, though not distinctly visible.

The care and perseverance which the rebels gave to the maintenance of these rope obstructions is well shown by the report of Acting Master Gifford, (annexed;) they watched them closely, and whenever a section disappeared from sight it was replaced.

Our boats were always observed, and driven off if possible, and it was necessary, besides, to work with great caution, as they were near powerful batteries, and liable at any moment to a destructive fire of grape.

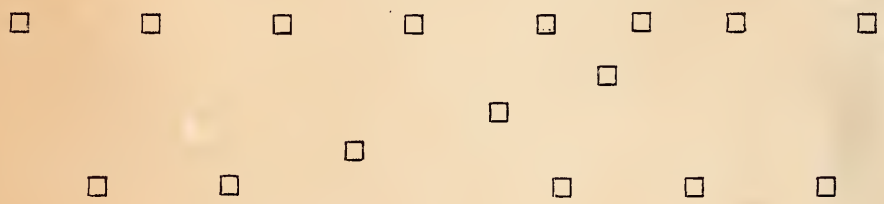
The purpose of the boom obstructions was evidently to bar the passage of a vessel entirely, while that of the rope obstructions was to entangle the screw and prevent further progress, or even detain the vessel under fire of the batteries, for the grapnel which anchored the rope would also serve as a drag on the steamer, and it would be almost impossible to cut it loose when under fire.

That the rope obstructions were in use before I took command, and afterwards, is satisfactorily ascertained from other evidence than that of Mr. Gray.

A plan of the harbor of Charleston, signed by Major Echols,* and dated April, 1863, exhibits two lines of obstructions, designated as rope obstructions, the general direction being from Sumter to a point midway between Fort Moultrie and Battery Bee. The delineation shows a number of dotted lines, resembling the section of rope just described; the dots indicate only four buoys. They correspond closely with the description given by Commodore Rodgers, of what he saw from the Weehawken during the attack of 7th of April.

In his official report he says: "We approached very close to the obstructions extending from Fort Sumter to Fort Moultrie, as near, indeed, as I could get without running upon them. They were marked by rows of casks very near together. To the eye they appeared almost to touch one another, and there was more than one line of them.

"To me they appeared thus:



When we landed on Sullivan's island, (February, 1865,) several telegrams came into my possession. One of them, dated Sumter, April 8, 1863, runs thus:

"Blue and red Coston lights indicate the enemy's boats trying to cut the net; the batteries will open with grape."

Colonel Freemantle, of the Coldstream Guards, in the published account of his visit to Charleston, June, 1863, says:

"There are excellent arrangements of —— and other contrivances to foul the screw of a vessel between Sumter and Moultrie."

As soon as the picket and scout boats of the fleet were able to approach the entrance the presence of the obstructions was verified, but in the obscurity of the night it was difficult to ascertain precisely what they were, particularly as the rebels were then in strong force at the locality, and very little time was permitted for examination.

General Gillmore's impressions at the time may be gathered from the following portion of his telegram to me August 4:

"My scout has just reported that the line of floating buoys reaching from Sumter to Moultrie has disappeared since yesterday. These buoys are supposed to have torpedoes attached to them," &c.

This disappearance was probably a mistake, owing to the difficulty of discerning with certainty objects so small at such a distance, for no report was made by the navy pickets, and soon after Ensign Porter, who was specially

*Rebel engineer.

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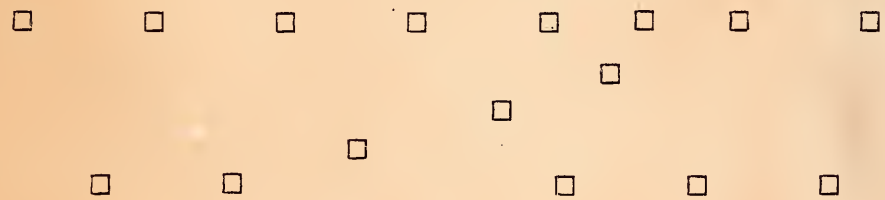

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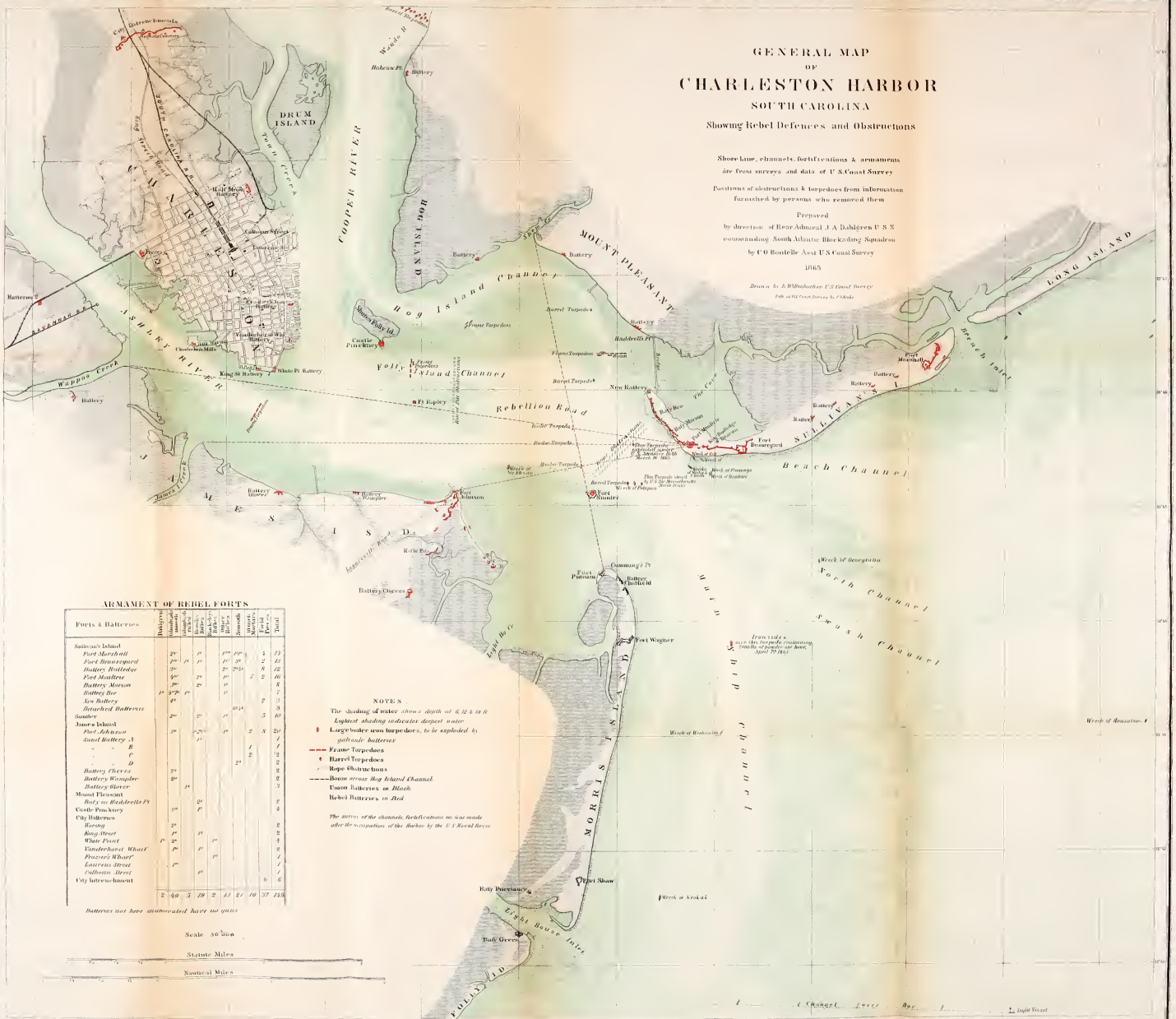
GENERAL MAP
OF
CHARLESTON HARBOR
SOUTH CAROLINA
Showing Rebel Defences and Obstructions
Shore Line, channels, fortifications & armaments are from surveys and data of U.S. Coast Survey
Positions of obstructions & torpedoes from information furnished by persons who removed them
Prepared
by direction of Rear Admiral J.A. Dahlgren U.S.N. commanding South Atlantic Blockading Squadron
by C.O. Boutelle Assist U.S. Coast Survey
1865
Drawn by E. Wilmshurst U.S. Coast Survey
Published at U.S. Coast Survey by J. Ehrick
CHARLESTON
CITY
DRUM ISLAND
COOPER RIVER
HOG ISLAND
MOUNT PLEASANT
LONG ISLAND
Hog Island Channel
Rebellion Road
Folly Island Channel
Beach Channel
North Channel
Swash Channel
Main Ship Channel
Light House Inlet
FOLLY ISLAND
MORRIS ISLAND
JAMES ISLAND
ASHLEY RIVER
Wando River
Town Creek
Wappoo Creek
James Creek
Breach Inlet
Half Moon Battery
Calhoun Street
Vanderhorst Wharf Battery
Gadsden's Wharf
Custom House
Exchange
Post Office
St. Michael's Church
Battery
Cheshire Mills
King St Battery
White Pt Battery
Mazyck's Folly Id.
Castle Pinckney
Fort Ripley
Fort Sumter
Fort Moultrie
New Battery
Battery Bee
Fort Beauregard
Fort Johnson
Battery Glover
Battery Wampler
Battery Cheves
Fort Putnam
Battery Huddrell
Fort Wagner
Cummings Pt
Battery Gregg
Fort Shaw
Battery Pinckney
Battery Green
Huddrells Pt
Bohean Pt
Fort Marshall
Breach Inlet
Middle Ground
Shoal
Wreck of Georgiana
Wreck of Housatonic
Wreck of Keokuk
Wreck of Patapsco
Wreck of Pawnee
Wreck of Rattler
Wreck of Weehawken
Iron-clad steamer, over two torpedo craft, passing at the rate of 9 miles per hour, April 7th 1863
Barrel Torpedoes
Frame Torpedoes
Boat Torpedoes
Rope Obstructions
Boom across Hog Island Channel
Union Batteries in Black
Rebel Batteries in Red
The Torpedoes shown thus ✕ were placed in position by U.S. Steamer Wando on the morning of March 26 1865
The Torpedoes shown thus ✕ were placed in position by U.S. Steamer Bloodhound on the morning of March 31 1865
The torpedoes shown thus ✕ were placed in position by U.S. Steamer Unadilla on the morning of April 1 1865
The torpedoes shown thus ✕ were placed in position by U.S. Steamer Unadilla on the morning of April 2 1865
The torpedoes shown thus ✕ were placed in position by U.S. Steamer Unadilla on the morning of April 3 1865
The torpedoes shown thus ✕ were placed in position by U.S. Steamer Unadilla on the morning of April 4 1865
Light Vessel
Scale 30 000
Statute Miles
Nautical Miles

ARMAMENT OF REBEL FORTS

Forts & Batteries	Barbette	Casemate & Casemate Barbette	Casemate	Barbette & Casemate	Barbette	Smooth	Rifled	Field	Total
Sullivan's Island									
Fort Marshall	2		11		1	10		4	13
Fort Beauregard	1	1	11		1	3		2	13
Battery Rutledge	3				2	3			8
Fort Moultrie	4		7		3		2	2	16
Battery Marion	3		2		3				8
Battery Bee	1	3	1		1				7
New Battery		4						2	3
Attached Batteries						4			3
Sumter		2			1			5	10
James Island									
Fort Johnson		3		2		1	2	8	24
Sand Battery A				1					1
" " B							1		1
" " C							2		2
" " D						2			2
Battery Cheves		2							2
Battery Wampler		2							2
Battery Glover			3						3
Mount Pleasant									
Battery Huddrell's Pt			2						2
Castle Pinckney			1						4
City Batteries									
Ripley		2							2
King Street		1		1					2
White Point	1	2			1				4
Vanderhorst Wharf		1		1					2
Frazier's Wharf					1				1
Laurens Street		1							1
Calhoun Street				1					1
City Intrenchment								6	6
	2	40	5	19	2	13	21	10	37	149

Batteries not here enumerated have no guns

NOTES

The shading of water shows depth at 6, 12 & 18 ft.
Lightest shading indicates deepest water.
Large boiler iron torpedoes, to be exploded by galvanic batteries
Frame Torpedoes
Barrel Torpedoes
Rope Obstructions
Boom across Hog Island Channel.
Union Batteries in Black.
Rebel Batteries in Red

The moves of the channels, fortifications &c was made after the occupation of the Harbor by the U.S. Naval forces

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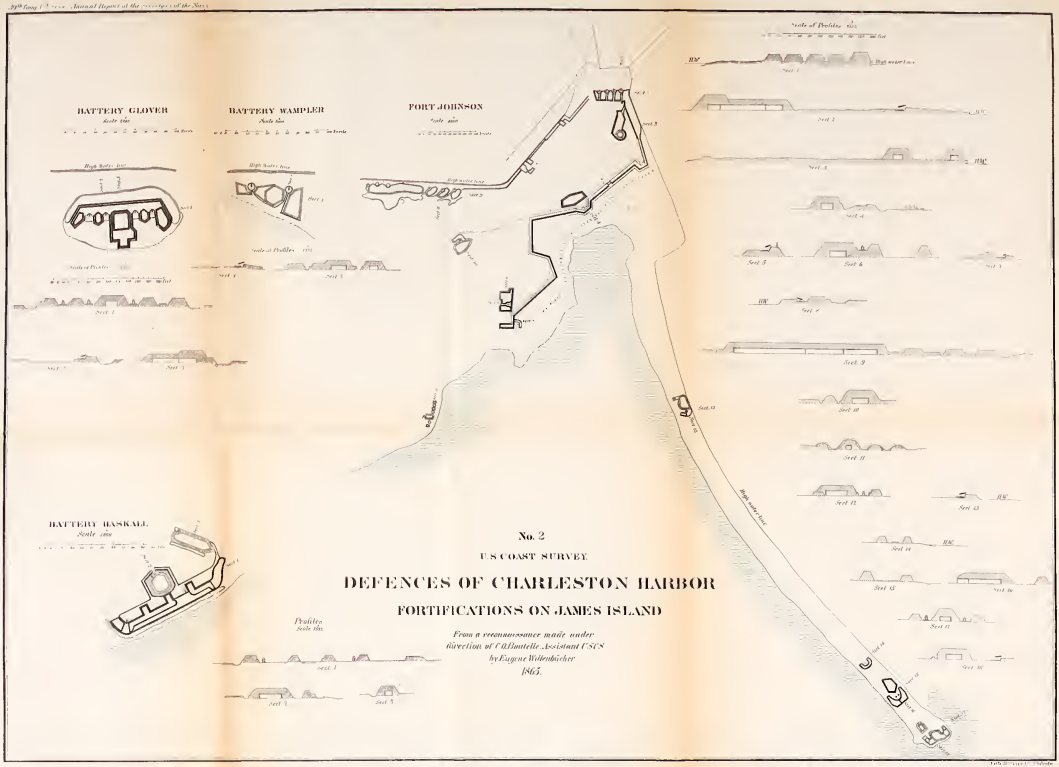
BATTERY GLOVER
BATTERY WAMPLER
FORT JOHNSON
BATTERY BASKALL
Profiles
High water line
Sect 1
Sect 2
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Sect 4
Sect 5
Sect 6
Sect 7
Sect 8
Sect 9
Sect 10
Sect 11
Sect 12
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Sect 16
Sect 17
Sect 18
No. 2
U.S. COAST SURVEY
DEFENCES OF CHARLESTON HARBOR
FORTIFICATIONS ON JAMES ISLAND
From a reconnaissance made under
direction of C.P. Bontelle, Assistant U.S.C.S.
by Eugene Willenbücher
1865.

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No. 1.

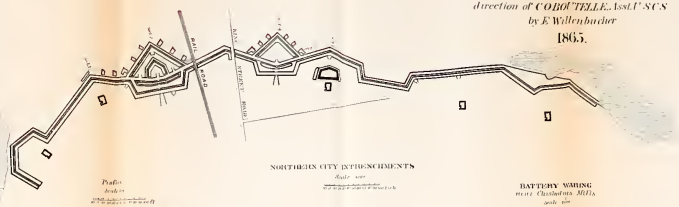
U. S. COAST SURVEY.

DEFENCES OF CHARLESTON.

SOUTH CAROLINA.

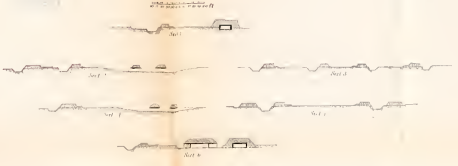
From a reconnoissance made by direction of COBOUTELLE, Asst. U.S.C.S. by E. Willenbucher

1865.



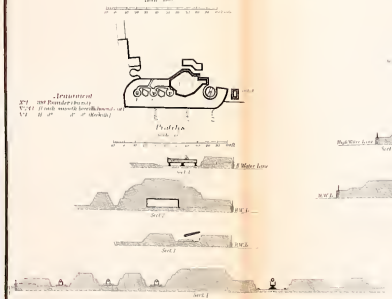
NORTHERN CITY INTRENCHMENTS

Scale 400



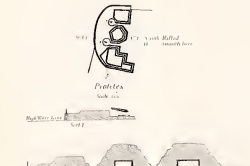
WHITE POINT BATTERY

Scale 100



KING STREET BATTERY

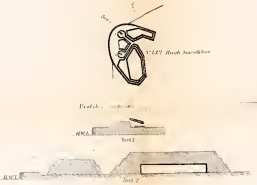
Scale 100



BATTERY WAGNER

near Charleston, Mills

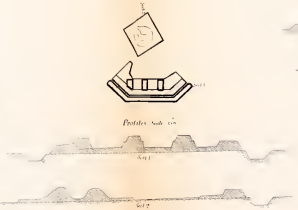
Scale 100



BATTERY

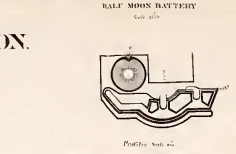
near Bridge across Ashley R.

Scale 100



HALF MOON BATTERY

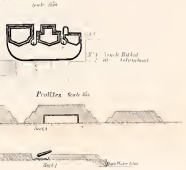
Scale 200



BATTERY

on Gadsden's Wharf

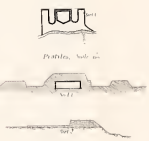
Scale 200



BATTERY A

on Mount Pleasant

Scale 200



BATTERY B

on Mount Pleasant

Scale 200

BATTERY

on Lawrence Street Wharf

Scale 200

BATTERY

on Calhoun Street Wharf

Scale 200

BATTERY

on Fraziers Wharf

Scale 200

BATTERY

on Hobcaw Point

Scale 200

BATTERY

on Shem Creek

Scale 200

U.S. COAST SURVEY

DEFENCES OF CHARLESTON, S.C.

FORTIFICATIONS

ON SULLIVAN'S ISLAND.

From a reconnaissance made under direction of C.O. Boutelle, Assistant U.S.C.S. by Eugene Wilcox Archer

1865.

Scale for Plans

Scale for Profiles

No 3.

FORT MOULTRIE

FORT BEAUREGARD

FORT MARSHALL

LIST OF GUNS

No	Rifled or Smooth Bore	Weight of Shot	No	Rifled or Smooth Bore	Weight of Shot
1	Smooth Bore	8 inch	44	Smooth Bore	8 inch
2	"	"	45	Rifled	11 inch
3	"	8 "	46	Smooth Bore	8 "
4	Rifled	80 "	47	Rifled (64 Wrought Iron)	80 "
5	Smooth Bore	8 "	48	Smooth Bore	8 "
6	"	"	49	"	"
7	"	"	50	"	"
8	"	"	51	Rifled	8 "
9	"	"	52	Smooth Bore	"
10	"	"	53	"	"
11	"	"	54	Smooth Bore	8 "
12	Rifled	8 "	55	Rifled	8 "
13	"	"	56	Smooth Bore	8 "
14	Smooth Bore	8 "	57	"	"
15	Rifled	80 "	58	"	"
16	"	"	59	"	"
17	Smooth Bore	8 "	60	"	"
18	"	"	61	"	"
19	"	"	62	"	"
20	Smooth Bore	8 "	63	"	"
21	Rifled	80 "	64	"	"
22	"	"	65	"	"
23	Smooth Bore	8 "	66	"	"
24	"	"	67	"	"
25	"	"	68	"	"
26	"	"	69	"	"
27	"	"	70	"	"
28	"	"	71	"	"
29	"	"	72	"	"
30	"	"	73	"	"
31	"	"	74	"	"
32	"	"	75	"	"
33	"	"	76	"	"
34	"	"	77	"	"
35	"	"	78	"	"
36	"	"	79	"	"
37	"	"	80	"	"
38	"	"	81	"	"
39	"	"	82	"	"
40	"	"	83	"	"
41	"	"	84	"	"
42	"	"	85	"	"
43	"	"	86	"	"

Summary:

1 inch	Smooth Bore Guns	10 pr. ea.
4	"	8 "
8 in	"	11 "
10	"	15 "
11	Rifled 6 cdr Guns	3 "
8 in	"	1 "
10	"	2 "
15	"	1 "
8 in	Smooth Bore	2 "
10	"	1 "
11	Rifled	1 "
8 in	"	1 "
10	"	1 "
15	"	1 "
8 in	Smooth Bore	8 "
10	"	2 "
11	"	1 "
8 in	"	1 "
10	"	1 "
15	"	1 "
8 in	"	1 "
10	"	1

charged with the duty, reported that "two steamers and three schooners were at anchor in the centre of the channel, apparently at work on the obstructions, or else sinking others," &c. Ensign Porter, who was very active and daring, assured me that chains formed some part of the obstructions, as he had been close enough to the buoys to feel them.

The buoys themselves were visible to the eye from the picket monitors which were stationed in the advance. Their reports being verbal at first, cannot now be quoted; but subsequently I directed them to be made in writing.

Captain J. L. Davis, commanding the Montauk, reports 25th September:

"At low water to-day a rip was discovered extending from Fort Sumter in a line to the western end of the buoys, stretching from near Moultrie in a westerly direction across the channel. At first I thought it was the meeting of the tides, but as it did not alter position I came to the conclusion some hidden obstructions might be there."

September 26th the Catskill reports a steamer plying between Sumter and Moultrie on the previous night, supported by two iron-clads. On the 27th the Nahant reports that the obstruction buoys were counted by several officers, and the average number was about eighty (80.) "The buoys do not seem to be in a continuous line, but as if they were in groups of five or six. There seems to be another short line of larger buoys beyond the first, which I judge to be a separate obstruction across Hog Island channel." Which description is remarkably in accord with all the facts since ascertained.

In October, (21st,) 1863, a part of the rope obstructions floated out of the harbor, and was discovered off Beach inlet by the Sonoma, which towed them inside the bar. The floating away of these sections—owing to various causes, sometimes to their removal by our scouts—explains the variations in the numbers of the buoys counted at different times from the monitors; and their renewal by the rebels whenever they did disappear is fully established by the nightly experience of Acting Master Gifford, who rarely failed to be at his post as a scout. His report, which is annexed, is of interest, as it exhibits the results of much arduous service and close observation.

The accounts of deserters and refugees confirmed in a general way the existence and locality of the obstructions, but their opportunities for observation were seldom as good as our own, for none but those engaged in the work were allowed opportunities of knowing more than could be seen from a short distance, and the rebels were singularly fortunate in the precautions to keep their own counsel as to the nature of the submerged defences.

The general existence of obstructions at an early date was set forth in a circular order of General Ripley, (December 26, 1862,) regarding the defence to be made against our attack.

In speaking of these impediments it says: "The obstructions will also be designated, and under no circumstances will the enemy be permitted to reconnoitre them."

Besides the obstructions at the entrance, the middle channel was closed by a double row of piles extending some distance across the harbor, which were distinctly visible when the first operations were initiated against Charleston.

In the Hog Island channel was also a set of boom obstructions, found in April last by the Clover while engaged in clearing away the frame torpedoes placed there.

The massive and complicated character of these gave much trouble in their removal. They consisted of a stout chain ($\frac{3}{4}$-inch iron) that had been floated by blocks of timber secured to it at short intervals.

These blocks were made of four-squared logs, fifteen (15) feet long and one (1) foot square, kept together by an iron band at each end.

Railroad iron linked together, and suspended from squared timber, was associated with the chain boom. This boom had been stretched across a neck in the Hog Island channel when there was least water, and the passage so narrow that the shoals on each hand were bare at low water, and hardly five hundred (500) feet apart, besides being directly under fire from Battery Bee at 1,100 yards, and of Mount Pleasant battery at 1,000 yards. At this time they had been so much worm-eaten that they sank, but the depth at low tide would still have rendered them troublesome to all but light-draught vessels.*

In this way the main entrance was obstructed between Sumter and Moultrie, and two of the channels leading from it were barred by piles and booms, leaving open only the main channel to the south, which was left to the control of the heavy batteries that lined it.

These obstructions were defended by torpedoes and by series of batteries, iron-clads, and torpedo-boats.

After obtaining possession of the harbor, the examination which was made disclosed the use of three kinds of torpedoes. The floating torpedo was made of a small barrel, capable of containing seventy (70) pounds of powder, generally mounting two fuzes on the bilge, anchored so as to come in contact with the bottoms of vessels. By means of a small weight these fuzes were kept uppermost.

These torpedoes were well known in the squadron, having been picked up and encountered at various times in the St. John's and Stono, exploding occasionally with full effect. They were liable to be lost by getting adrift; or, if not tight, might be spoiled by water; but the rebels kept a vigilant eye on them, examining them at times and replacing them. There was a regular establishment here for their fabrication, under the charge of Mr. Gray, who held the position of captain.

A part of the correspondence of this branch is now in my hands, from which it appears that there were thirty-five (35) to forty (40) hands employed, and that Mr. Gray distributed the barrel torpedoes along the coast from Georgetown to St. John's; he also transmitted a variety of material even as far as Mobile, and his connexion was direct with several commanding officers.

Woods and Thompson were employed in the department to "build the torpedoes," as they express it.

It appears that no great number of these was kept placed permanently in Charleston harbor, because they were dangerous to vessels moving about on the ordinary communications by water, and accidents had occurred. They could readily be put down in a very short time on the appearance of a move on our part.

In the middle of January, for instance, when this was suspected, an order was given to put down several lines of them. Woods and Thompson placed sixteen (16) of them in the vicinity of the rope obstructions, between Sumter and Moultrie, and seven (7) at the entrance of the Hog Island channel. Others were directed to be laid down from Fort Johnson to Castle Pinckney, which seems to have been deferred until the attack began.

One of those near the obstructions was encountered by the monitor Patapsco, on the night of the 15th of January, when in the expectation of co-operating with General Sherman, I had ordered a vigorous effort to be made to remove the rope obstructions, and the picket monitors covered the boats so engaged.

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* And Captain Gray states that they were afloat up to the last that he saw of them, which was in August, 1864.

It seems that the work of placing these torpedoes had been completed that very night, and the Patapsco went down, with two-thirds of her crew, almost immediately on being struck, being at the time about six hundred (600) yards from Sumter.

Immediately after entering the harbor of Charleston vigorous efforts were made to remove these floating torpedoes; but although some of the very men who had put them down were employed, with the aid of steam-tugs and boats, and all the ordinary appliances, to recover them, dragging and sweeping the water for many days, only four (4) could be found of the sixteen (16.)

The Bibb came in contact with and exploded one on the 17th of March, and the Massachusetts grazed one on the 19th, so that the balance remain undiscovered.

A set of the same kind, placed across the mouth of the Wando, were recovered and destroyed. Acting Master Gifford found as many as sixty-one (61) at different points of the shore, about the harbor, ready for service, or nearly so, and at hand to be put down if needed.

At Causten's Bluff, in St. Augustine creek, (one of the approaches to Savannah,) were found a number lying on a wharf all ready for immediate use. They were conveniently handled, and could be laid down rapidly and easily. Woods and Thompson say that with one boat they placed them at the rate of four in an hour.

This kind of torpedo was the most convenient of all, and the most dangerous, though, being liable to shift with the current, they were apt to trouble those who used them. One rebel steamboat (Marion) had been blown up in the Ashley river, some time ago, by one of them, and in June, 1864, another rebel steamer, plying from Sumter up the harbor, was struck by one and beached on the shoal near Johnson, to prevent sinking in deep water, supposed at the time to have been run ashore accidentally.

It is probable that the Tecumseh was sunk at Mobile, in Admiral Farragut's attack, by one of this kind ; also the Milwaukee, the Osage, the Rudolph, and a tin-clad (48,) in the recent captures of the forts.

My own flag-ship, the Harvest Moon, was destroyed by the same device in Georgetown, and three army transports in the St. John's—Maple Leaf, Harriet Weed, and another.

Mr. Gray states they were placed in such numbers about the main entrance and channel, about the time of our operations against Morris island, that it would have been impossible for any vessel to escape that entered.

There were also permanent torpedoes. One species of these consisted of a frame of three or four heavy timbers, parallel to each other and a few feet apart, tied together by cross-timbers ; at the head of each timber was a cast-iron torpedo, with a fuze.* The frame was placed obliquely, and held by weights, so as to present its torpedoes to the bottom of a vessel approaching. Series of them were placed in particular parts of the channel.

Four frames, mounting fifteen (15) torpedoes, were found at the entrance of Ashley river ; they had been there some time, and yet were in such good condition that one exploded when towed away carelessly, and though a dozen feet from the tug the explosion hurt and knocked overboard several men.

Frames were also found in the narrow pass of the Hog Island channel, just as it branches from the main channel near Battery Bee, and close to the boom obstructions already described ; and another set in the neck of the middle channel near Castle Pinckney.

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* A model of this kind was made for me by William Flynn, a refugee, who had worked on them in Charleston.

There is said to be another set in the shoal connecting the middle and the north channel, not removed at this date.

One of these frames was found lying in a dock of the Cooper river, with the torpedoes mounted, ready for use.

In many cases the frames had been much worm-eaten, so that in attempting to remove them the timber broke and fell to the bottom.

On the wharf near it, and the adjoining buildings, which had been used as a factory for the torpedoes until our shells rendered it dangerous, were thirty (30) cast-iron torpedoes for framing.

This kind of torpedo was used in the Ogeechee and Savannah rivers, where they were distinctly visible at very low water; and probably it was one of this kind that struck the Montauk in February, 1863, when attacking Fort McAllister.

As torpedo frames could not be fixed in very deep water, another kind was used for the purpose. This was a large sheet-iron boiler, capable of containing 1,000 to 3,000 pounds of powder, to be exploded by a galvanic battery connected by an insulated wire.

Three of these were located in the main channel between Battery Bee and Fort Johnson; the wire rope of each was led to Sullivan's island, and all were found in good condition.

Persevering efforts were made by the squadron divers to follow the wires from the shore to the torpedoes, but they had become so overlaid by deposits of sand as to resist all attempts to release them, and were broken several times in the proceeding. A large quantity of the wire rope was taken up.* Some of the range-poles having been removed, it was found impossible to determine with precision the exact locality where the divers could reach them without following the wires.

A torpedo boiler ready to receive powder was found on the wharf, where the cast-iron torpedoes for the frames already mentioned were discovered, together with a large quantity of the wire rope.

This was made in the best manner, probably in England. The copper wire was insulated by a tube of India-rubber, protected by a wrapper of hemp, and over that closely laid wire.

In this connexion I may also mention the torpedoes designed for the rams and torpedo-boats, samples of which were recovered by divers from the bed of the river, where they had been thrown.

There were two sizes, both being elongated copper cylinders with hemispherical ends, and diameters of ten (10) inches, but one was thirty-two inches long, the others twenty-four inches.

At the outer end were screw sockets for eight fuzes, so as to present points of explosion in every direction. The torpedo for the bow of a ram was of copper, barrel-shaped, and tapering to a point at the outer end. It had sockets for seven fuzes on the upper bilge and end. Its contents of powder was about one hundred and thirty-four pounds.

The three torpedo-boats in service had been sunk in the Cooper river, off the city wharves. Two have been raised, and one put in good order so as to steam about the harbor; in length about sixty-four (64) feet, and five and one-half ($5\frac{1}{2}$) feet in diameter, capable of steaming about five (5) knots. There were six others that were under repairs, or being completed, of which two are now ready for service. Just above those that had been sunk were the three iron-clads, Chicora, Palmetto and Charleston, all of which had been fired and blown up on the day we entered. The Chicora alone is visible in any part, and that only a few inches of the casemate at low water.

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*Some of it was used subsequently by our own divers.

Up a small creek was found a fourth iron-clad, the Columbia, of the same size as the Charleston, but plated with six (6) inches of iron; a new well built vessel, just ready for service.

It seems that about a month before the entrance of the Union forces, (January 12,) the vessel had been docked in the creek above the city, and in getting her out of the dock she grounded. The rebels seem to have begun to extricate the vessel, but had not sufficient time before they abandoned Charleston. Why she was not destroyed is difficult to conceive, as they sank the three that were in service, and burned two new iron-clads that were not completed. This vessel was fully ready for service, even guns mounted, which, it was said, were taken out after grounding, and a portion of the plating had been removed as a preparation for lightening and floating the vessel, under the belief that the vessel could be saved. I gave the necessary directions, and on the 26th had the satisfaction of seeing her floated, which was effected by the exertions of several officers—Lieutenant Commander Matthews, Fleet Engineer Danby, Chief Engineer Kierstead—by Master Carpenter Davis, by Lieutenant Churchill, and the divers. This vessel has an extreme length of two hundred and sixteen (216) feet; beam, fifty-one and one-third (51⅓) feet; is plated with six (6) inches of iron; carries six (6) guns of the heaviest calibre, has two engines; high pressure, ample accommodations on berth-deck for cabin, wardroom and men, with good quarters in the casemates. Her leakage is very small, indicating no great injury from the grounding. Her steam power was in good order, only requiring the stack-pipe and smoke-box to be replaced, and some of the interior pipe that had been cut. The Columbia left on the 23d of May, in tow of the Vanderbilt, and was commanded by Lieutenant Hayward.

I propose to place four of my own new X-inch guns in the casemate; one at each corner. They weigh about 16,000 pounds, and will throw a solid shot, with forty pounds of powder, which has pierced four and a half inches of good iron at two hundred yards. If the two other guns are needed they may be of IX-inch.

Annexed are eighteen sketches illustrating the various devices which are referred to in the foregoing, as well as the defences of the harbor :

1. General plan of the harbor, showing the positions of the batteries, obstructions of booms, ropes and piles, torpedoes, barrel, frame and boiler, sites where lie the wrecks of the monitors Weehawken and Patapsco, steamship Housatonic, rebel steamer Etiwan, &c.

This has been prepared with great care by Captain Boutelle, from drawings on the spot, of the batteries, determination of the locality of the obstructions, &c., from observation, or from the statements of those who removed them. It is a valuable and highly executed specimen of coast survey work, which is highly creditable.

2. Fortifications on James island.

3. Fortifications on Sullivan's island.

4. Defences of Charleston harbor.

These three maps were also executed by Captain Boutelle, of the coast survey.

5, 6 and 7. Rope obstructions between Sumter and Moultrie, their anchors and floats.

8. Portion of boom obstructions in Hog island channel.

9. Barrel torpedo.

10. Torpedo frame found in Ashley river, Hog island and middle channel.

11. Its torpedo.

12. Torpedo frame and its torpedo, used in the Ogeeche near Fort McAlister, and in the Savannah river near the city.

13. Torpedo from bow of rebel ram.

14 and 15. Torpedoes of the "Davids" or torpedo-boats.

16. Specimen of the "David" or torpedo-boat, found in Charleston.

17 and 18. Sketch of rebel ram Columbia, captured with Charleston.

12, 16, 17 and 18, are by Second Assistant Engineer Smith. All the rest were made under the supervision of Captain Boutelle, of the coast survey, and with great care, from actual samples.

The foregoing conveys the best information that I could collect by the means at my disposal in regard to the submerged impediments of the harbor, and their efficiency, when kept in good order, is not to be judged from the condition in which we found those which were composed more or less of heavy timber. The daily care and renovation that they received from the rebels had ceased for two and even three months before we handled them. The boom obstructions and frames in Hog island channel were reached only two to two and a half months after the city was abandoned and the frames in the middle channel had been left unnoticed for three months. It may be conceived that daily care was indispensable to their preservation, and this they did not receive after the rebels evacuated Charleston.

Annexed will be found the statements of various persons in regard to what they know of the various kinds of obstructions, &c., used to defend the harbor of Charleston, and also extracts from a journal found at the headquarters of the torpedo department in Charleston.

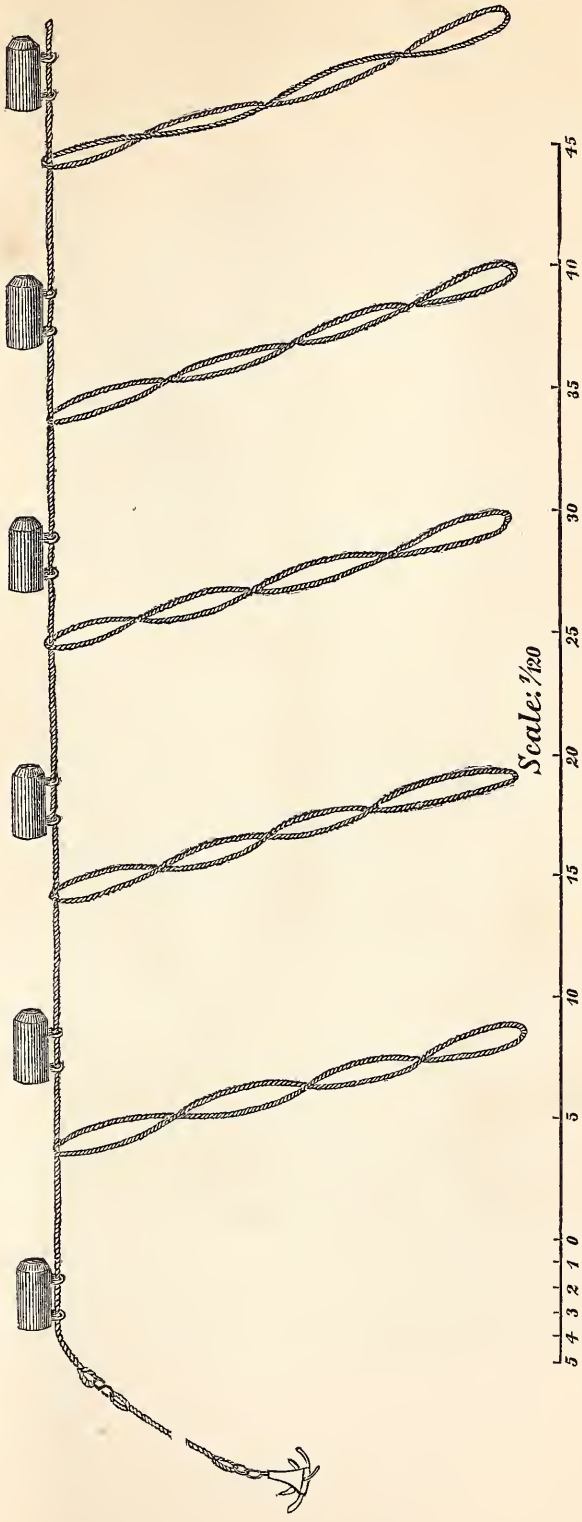
There is no greater diversity in these accounts than might be expected from the nature of the devices and the circumstances under which the different parties obtained information of them. Quite sufficient is certain to show that these several contrivances of obstructions and torpedoes would have been as troublesome as it was expected they would be, in connexion with the heavy batteries that lined the harbor, and the rebel iron-clads.

I have the honor to be, very respectfully, your obedient servant,

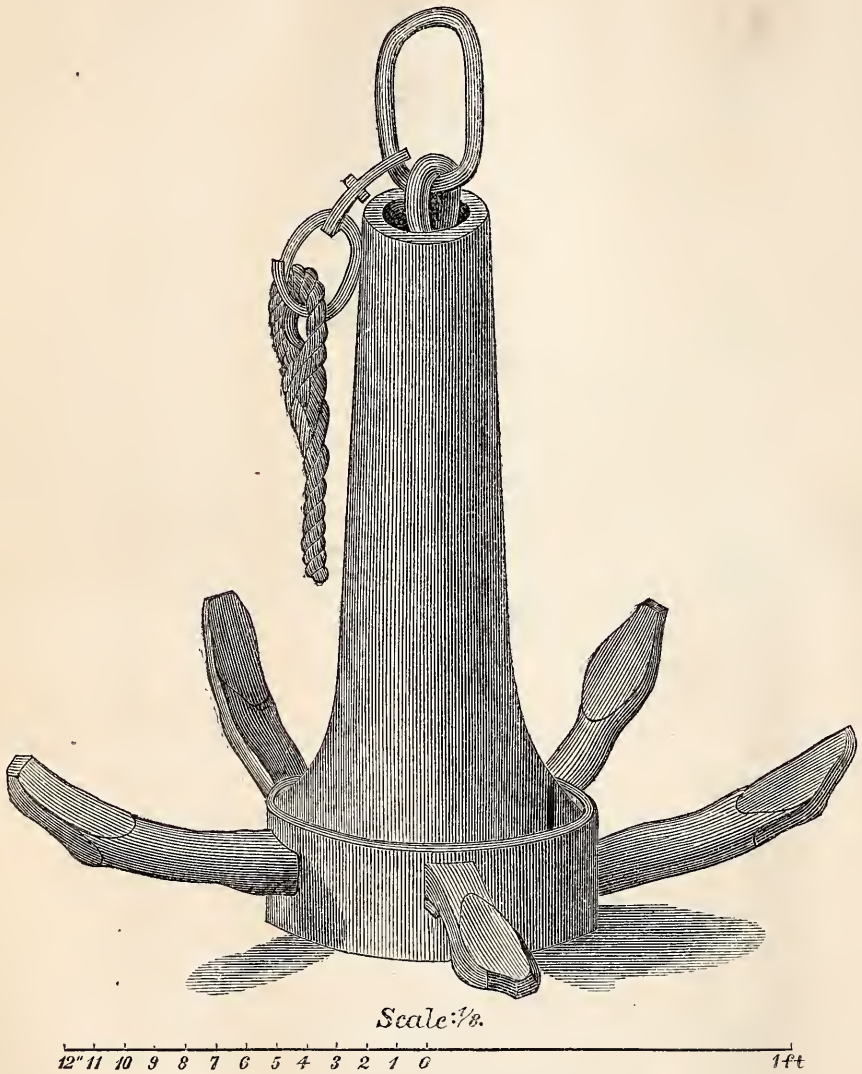
J. A. DAHLGREN,

Rear-Admiral, Com'dg S. Atlantic Blockading Squadron.

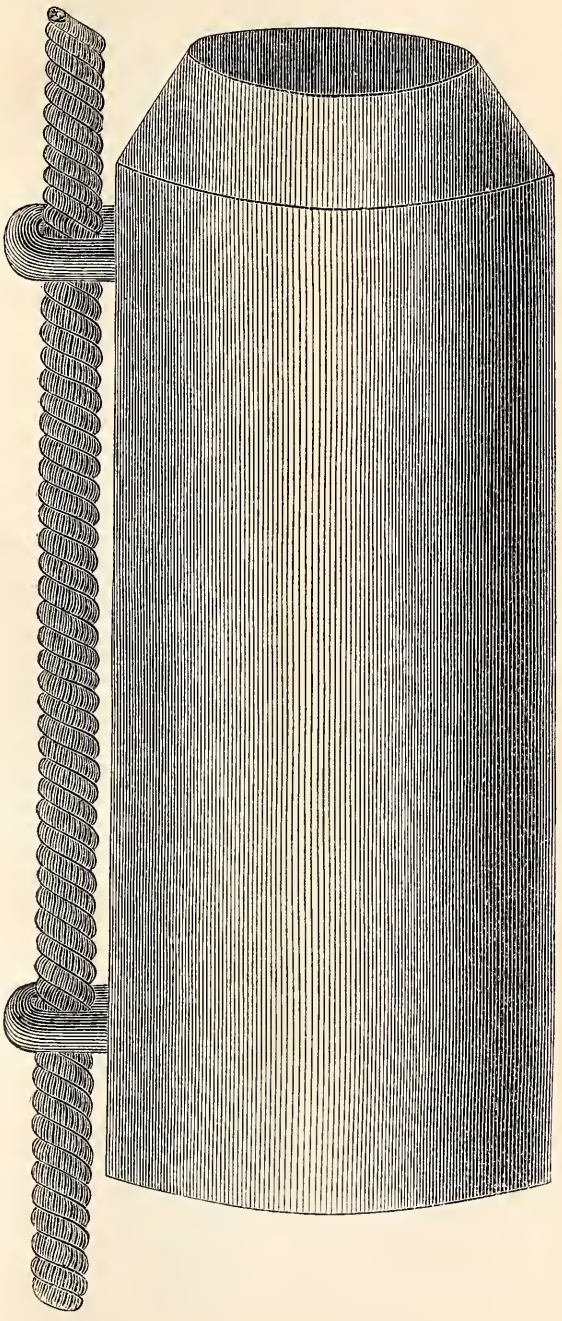
Hon. GIDEON WELLES, *Secretary of the Navy.*



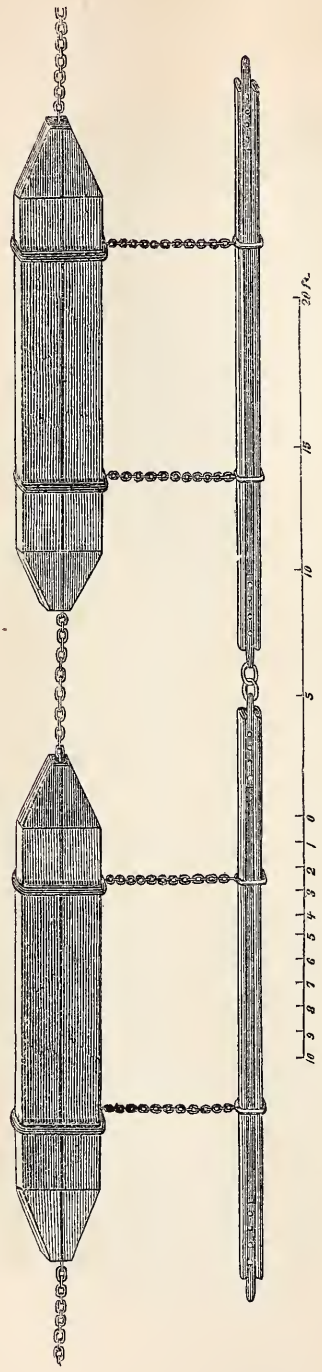
No. 5.—Rope obstructions as deduced from the part found between Sumter and Moultrie after the occupation of the harbor.



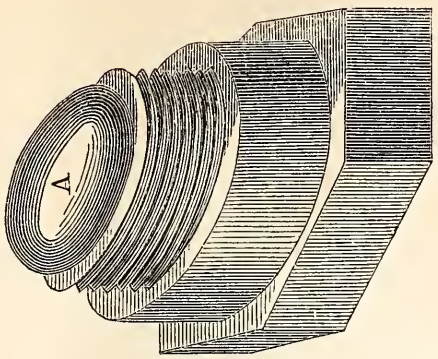
No. 6.—Obstruction Anchor.

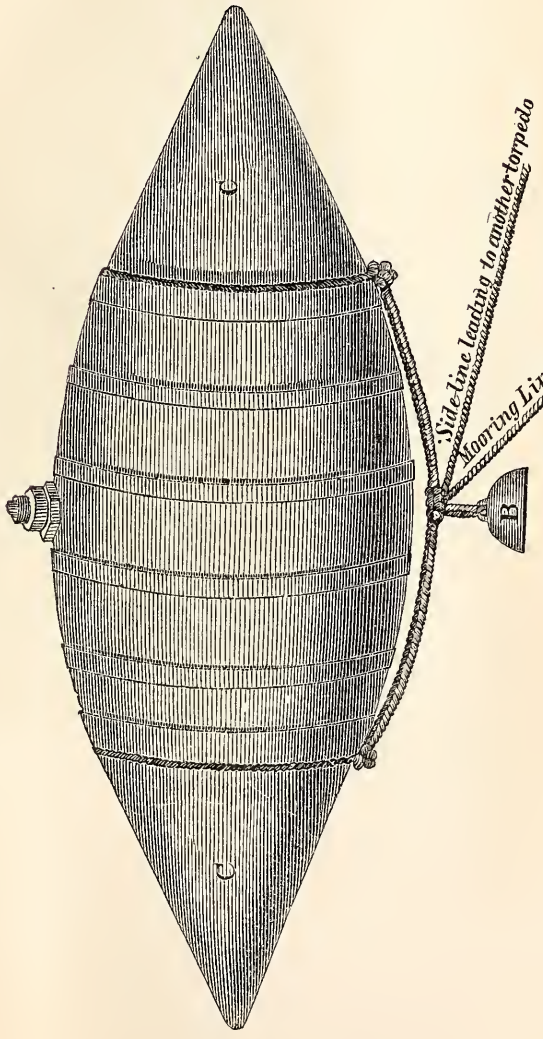


No. 7.—Buoy of rope obstructions, showing mode of securing it to rope.



No. 8.—Boom across Hog Island Channel.



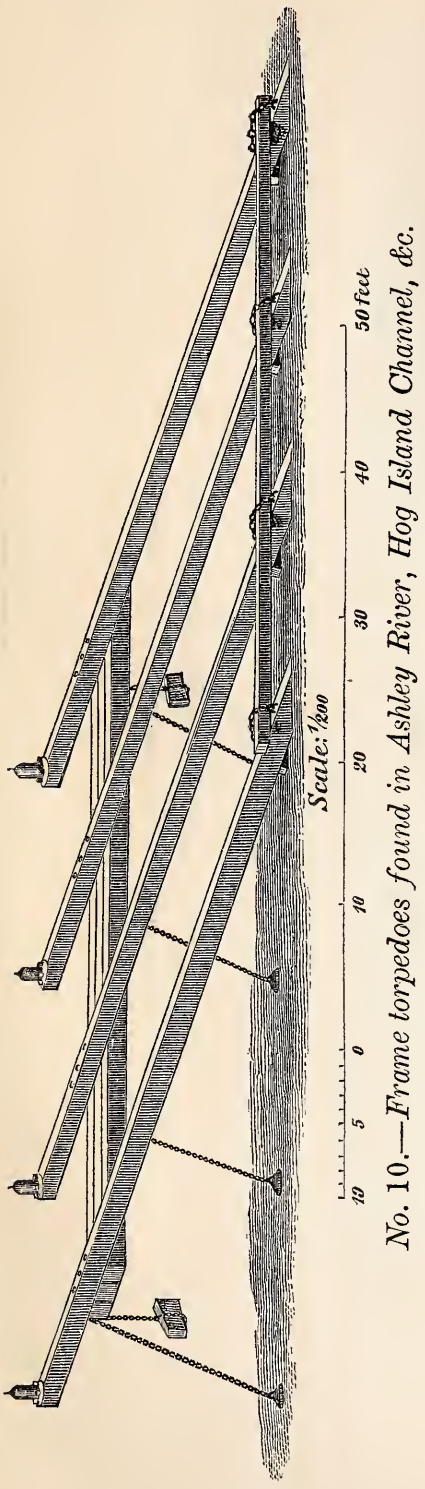


Scale: 1/12

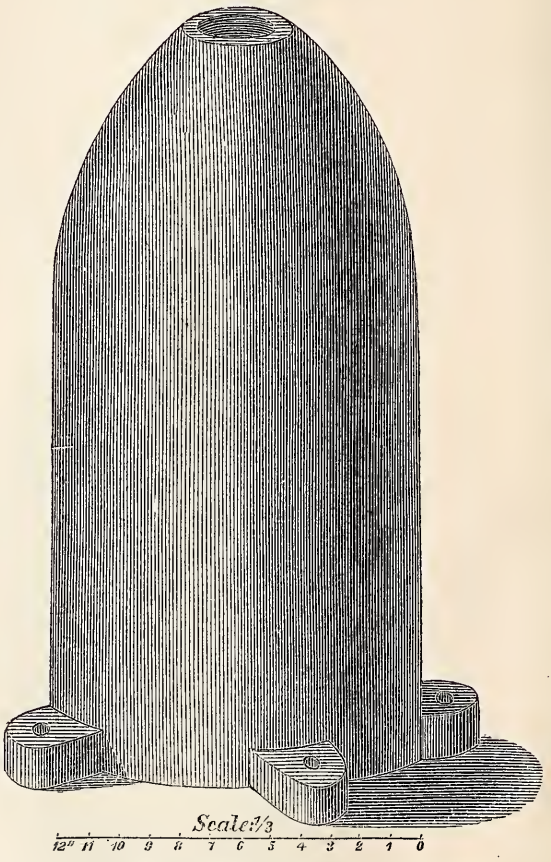
12in 10 8 6 4 2 0 1 2ft

No. 9.—Barrel torpedo, with its fuze.

A. Thin sheet-lead cover to fuze. B. Balance-ball. C. Cones of pine wood serving as buoys.

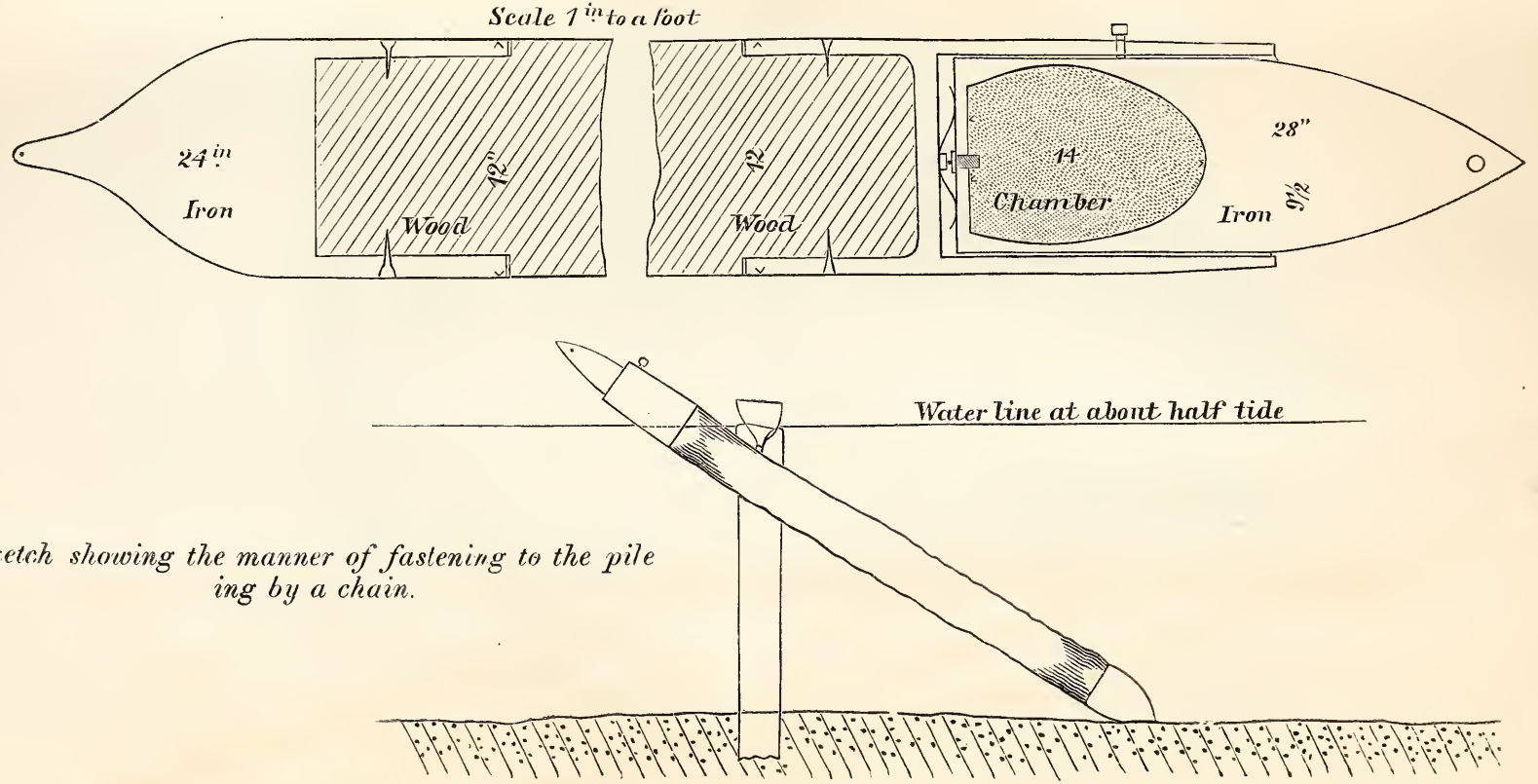


No. 10.—*Frame torpedoes found in Ashley River, Hog Island Channel, &c.*

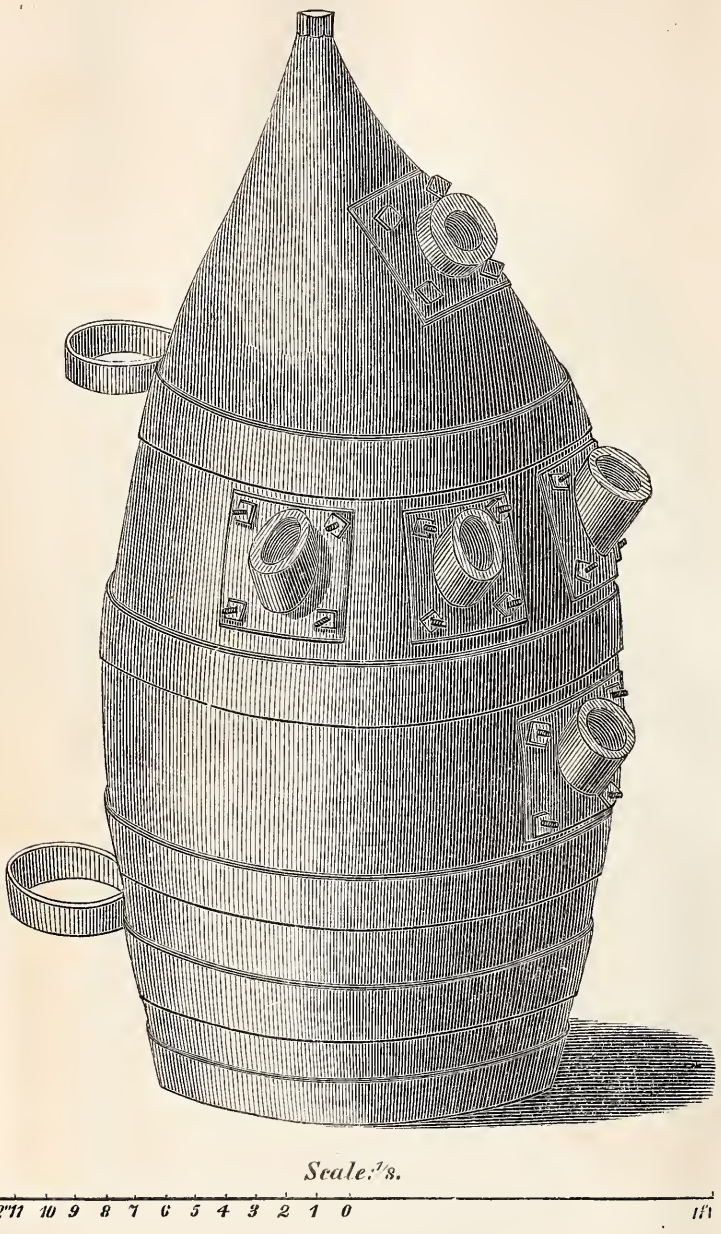


No. 11.—*Single frame torpedo, (of cast-iron.)*

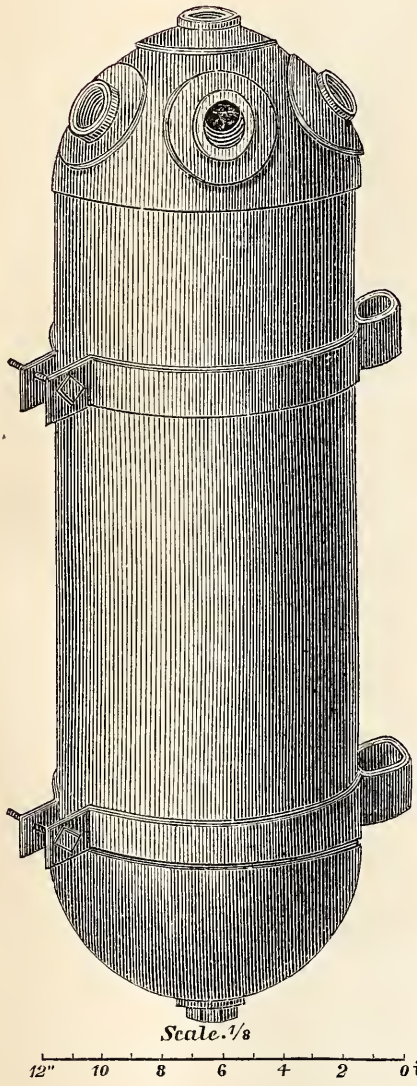
No. 12.—*Section of torpedo taken from the row of pileing opposite Fort McAllister, Ga., Dec.* 15, 1864.



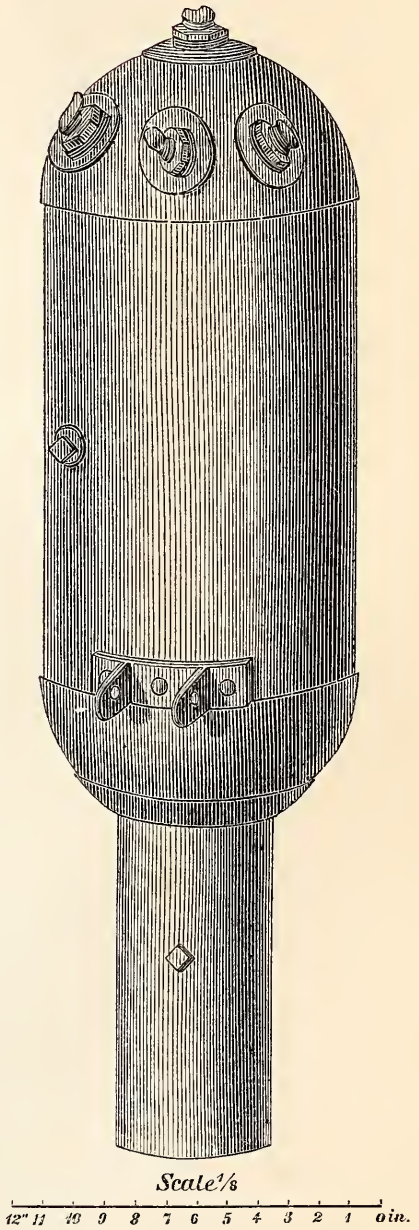
Sketch showing the manner of fastening to the pile ing by a chain.



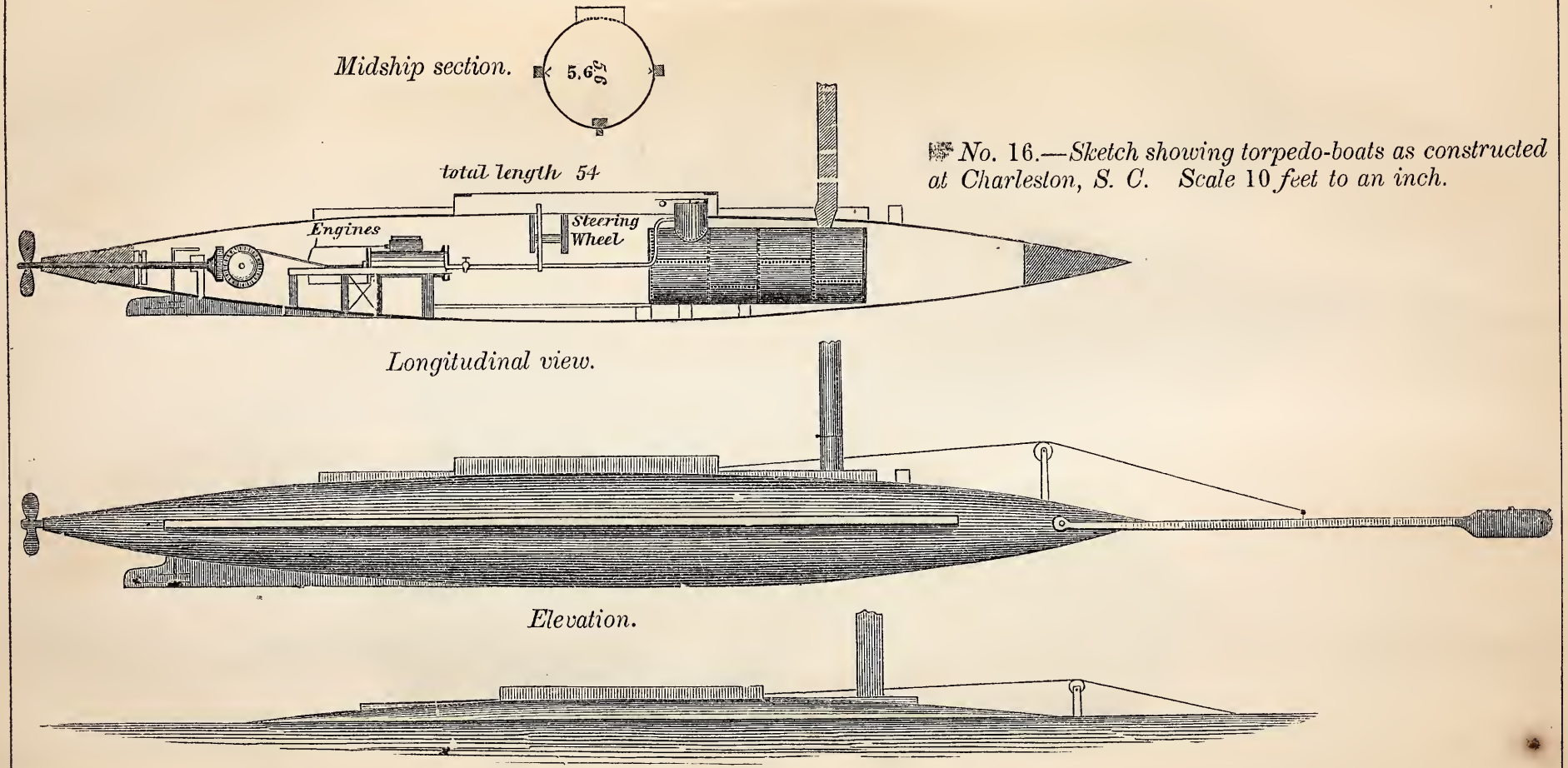
No. 13.—*Torpedo attached to bow of rebel ram "Charleston."*



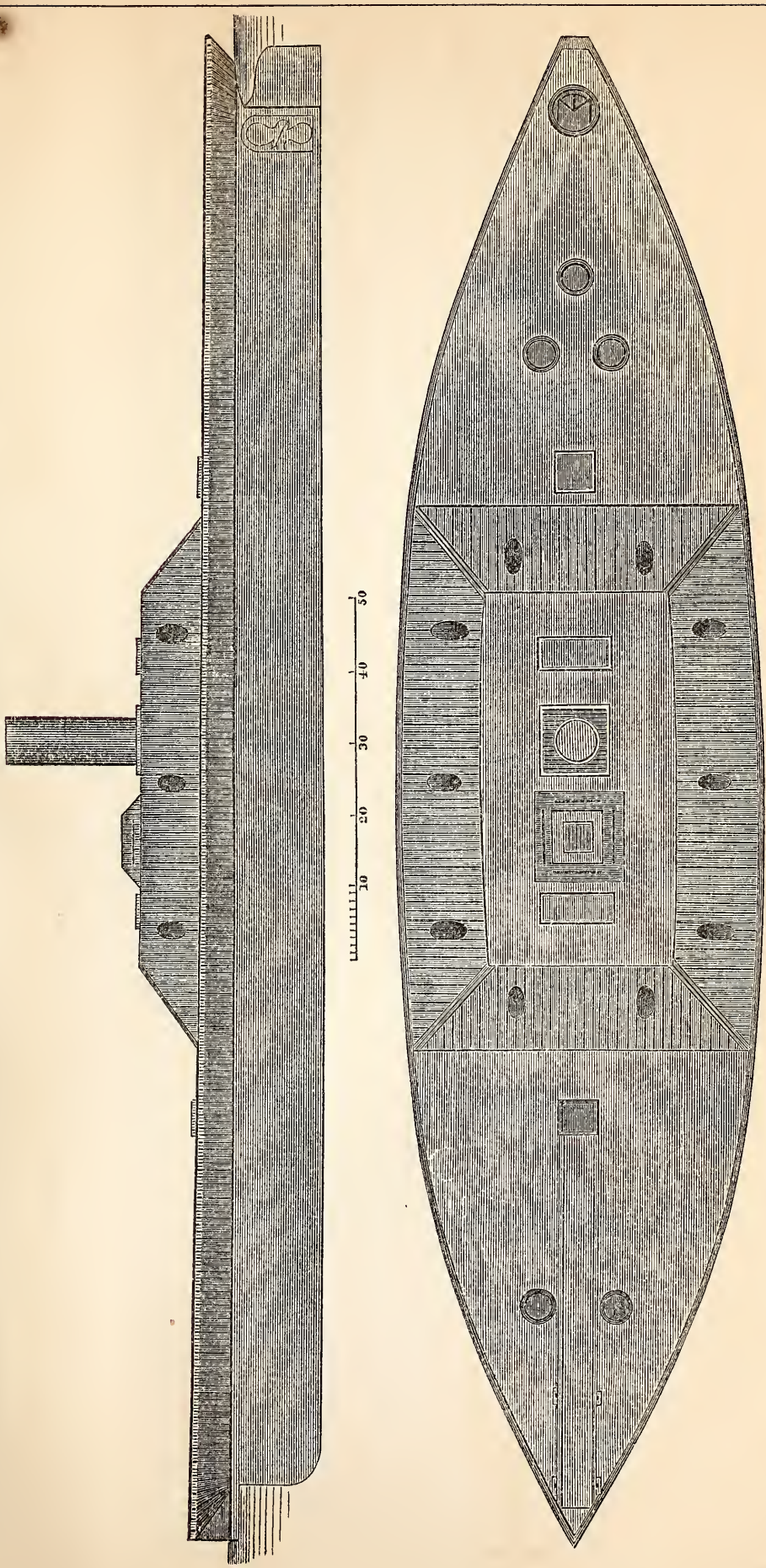
No. 14.—*Copper torpedo attached to bow of "David" or torpedo-boat.*



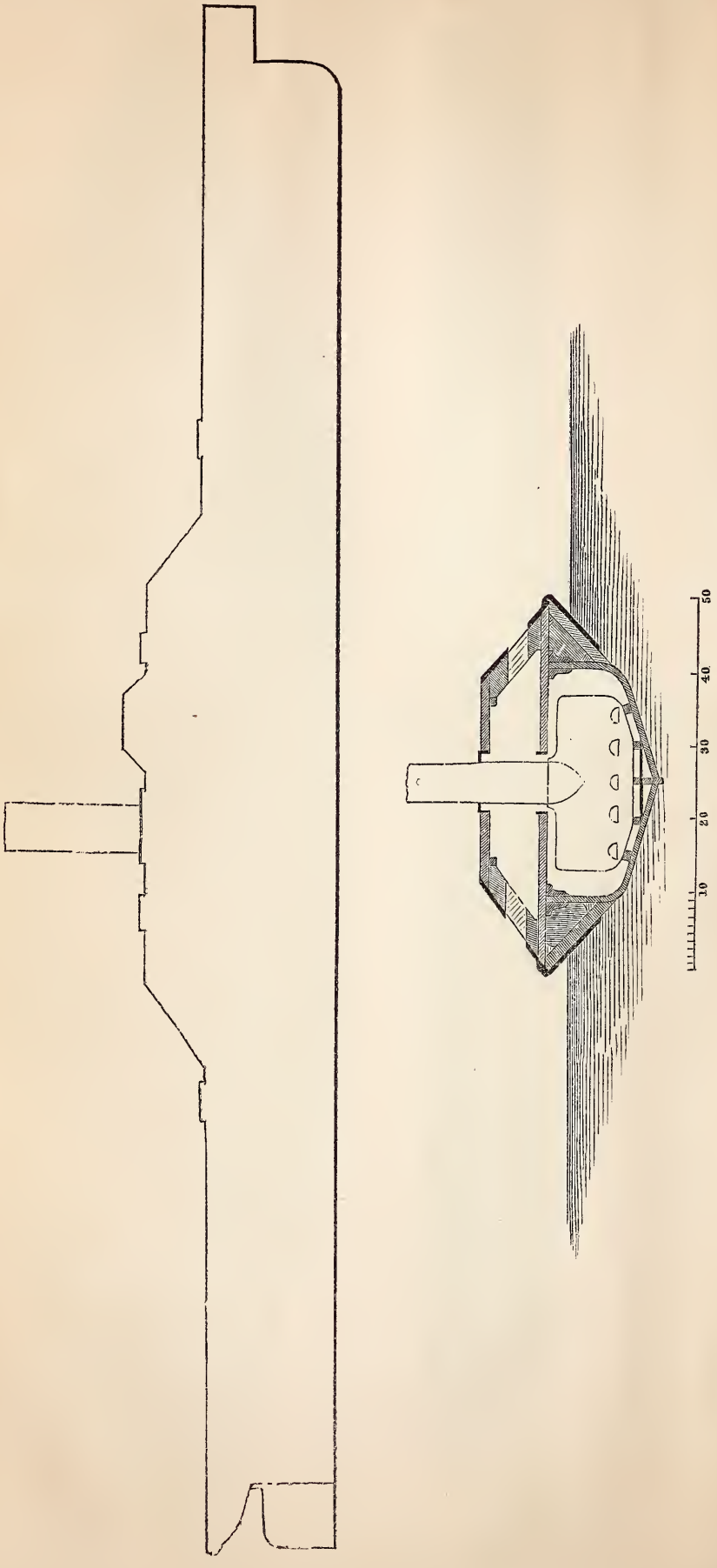
No. 15.—*Copper torpedo attached to bow of "David" or torpedo boat.*



No. 16.—*Sketch showing torpedo-boats as constructed at Charleston, S. C. Scale 10 feet to an inch.*



No. 17.—Rebel ram "Columbia."



No. 18.—Rebel ram "Columbia."

REPORTS, ETC.

The following memoranda are from statements made by a party of refugees that reached me directly from Charleston, and may be taken as a summary of much that had been derived previously from other sources.

There were eight men in all, and they were picked up by one of the advanced steam-tugs, whence they were immediatly sent to me on board the South Carolina, at anchor among the iron-clads in the roads.

William Flynn, an intelligent ship-carpenter, who had worked on one of the iron-clads, * * * * "Has seen an iron boiler fitted as a torpedo; has heard that it was put down below Moultrie, between Moultrie and Sumter, in, he estimates, eight fathoms water; length, ten feet; diameter two feet and one-fourth;* has heard that it will contain about 2,000 pounds of powder; has heard that the wire leads into one of the batteries on Sullivan's island; wire $\frac{5}{8}$-inch thick; has seen it; has been engaged in making floating torpedoes, such as were picked up in the Stono; believes that they were scattered about the harbor, but does not know where; has also been engaged in making frames on which torpedo shells are floated. None of them are launched. Was engaged in making one at Battery Tatem; has heard that Diven is at Sullivan's island. Three 'Davids' are now ready—two new ones and the old one; *has never worked on them; some* others are building, making some seven or eight in all."

* * * * * * * * * *

Michael Murray, stout laborer, shrewd, but ignorant: "Has been in Charleston since 15th October, 1861; has been employed in the engineer's department since August last; has been pulling a boat since he went into the service; was never employed putting down rope obstructions, but in putting down barrel torpedoes in a variety of rivers to the southward and other places. About the beginning of November was first employed in putting down the barrel torpedoes between Moultrie and Sumter; were put down in six, seven, and eight fathoms of water, near the rope obstructions. At low water they were all intended to be in one fathom of water. The barrels contain, some 50, some 100 pounds. He was present in a boat when the boiler torpedo, (A,) which McAllister speaks of, was put down. It is on a line with Fort Ripley and the Circular church. It was to be exploded by a wire which led into Battery Bee, but the wire was too short, and the end got away and sank. It was grappled for two or three times. Murray was in the boat which grappled for it. They tried it on different days and nights—three times before they got hold of it; spliced a piece on the end of it and took it into Battery Bee. Torpedo lies in seven fathoms of water; it lies about 800 yards north of Sumter. The wire that led to Battery Bee was 1½ mile long. The place pointed out by him on the plan of the harbor is about 1,600 yards from Sumter and 1,400 yards from Johnson, and lies just in the channel way on the turn to Fort Johnson, about 500 yards north of the flat, and on a line drawn through Fort Ripley and the Circular church, and is marked by a barrel buoy.†

"Hog Island channel has a great many torpedoes in it, cross-framed, as described by William Flynn. He was employed about ten (10) days ago in raising some of them to examine them. These have been sunk to the bottom by large stones. They could not raise any of them; had to leave them alone. These are among the first used; have a good many sunk in the upper Stono,

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* A boiler prepared for such use was found on a wharf of Cooper river, which was 10 fee 11 inches, and was 2 feet 6½ inches in diameter. Cubic contents, 52; capacity, equal to 3,00 pounds of powder.

† Mistake. The end of the wire was so marked until recovered.

but not many in Charleston harbor; are some in Ashley river from White Point Battery to Wappoo creek.

"There are torpedoes of another kind in Charleston harbor, inclined, with the ends resting on the bottom. Was in a steamboat called the Marion, which was blown up accidentally while putting down some of these in Ashley river, near Wappoo creek; think it was eighteen months ago when this happened. Her whole bottom was blown out of her, machinery destroyed, and she sank immediately. There are three gaps in the line of piles this side of Ripley, each of which has four or five torpedoes floating one fathom below the surface at low water; no torpedoes in the main channel that leads by Fort Johnson from the fort up towards the city. These torpedoes, on the cross frames and barrels, are placed in almost all the channels and inlets below Charleston; can't say where, but could point them out. Says that the rebel boats come in over Cummings' Point, and can hear our men talk."

Hugh Buchanan, a mere laborer, rather intelligent: "Has been in government employ since 6th of May last, in engineer department, which includes submarine department. Has been employed in putting down two (2) boiler torpedoes—one (A) containing fifteen hundred pounds, the other (B) two thousand pounds of powder. Put down the two-thousand-pound one about three (3) months ago, and the other just after we ceased firing the last time at Sumter from Battery Gregg and the monitors (middle of November.) The one of two thousand pounds (torpedo B) was put down on a line from Sumter to Bee. Murray and Daly were not in the same gang with himself, and were not present when this was done. Thinks the fifteen-hundred-pound one (torpedo A) was about three-fourths of a mile from Sumter, towards the city, in about the same depth of water as the other. He thinks there was about two months' difference in time of putting down the two. Torpedo A, in the channel, was put down a few days before the evacuation of Morris island, September 7."

William Daly, common laborer, rather ignorant: "Has been in the torpedo department six or seven months. Was in one of the boats when the large boiler (A) was put down. He thinks this boiler is about half way between Sumter and the obstructions. He says the buoy was only intended to mark the end of the wire, which was intended to go to Battery Bee. Of the assault on Sumter, he says it was easier to take then than it has ever been since. There are torpedoes all around the harbor in different parts of the channel. Thinks Murray must have been mistaken in supposing that the cross-framed torpedoes were intended to have been sunk on the bottom, but were weighted to float just below the surface of the water, and must have sunk accidentally."

Letters from Acting Master John L. Gifford.

UNITED STATES STEAMER JOHN ADAMS,
Charleston Harbor, March 16, 1865.

SIR: I have the honor to submit for your approval the following report of the obstructions in this harbor. Since the first attack, and even before, on this place, the enemy, in view of our entering the harbor, placed a series of obstructions in the main ship channel. The first of any magnitude that came under my notice, while scouting the harbor, consisted of a line of network similar to a ship's rigging, consisting of seven to eight-inch hemp hawser and rattled. These obstructions were anchored with heavy weights at intervals of about every ten fathoms, forming a very serious impediment to vessels entering the harbor; these were evidently washed away after one of

our heavy gales, by the rope twisting and untwisting with the action of the tide upon them. After which, were placed a series of large logs, to which was attached a network made after the fashion of a boarding netting; most of these I cut, and the remainder were swept away. But I invariably noticed, no sooner was one set of obstructions gone than another was immediately put down, showing how much they depended on keeping the channel closed; knowing as long as they could keep the channel thus obstructed, vessels with propellers could not enter without being fouled, and materially retard them, especially in action. At various times, while on scout, I noticed boats at work inside Fort Sumter, apparently laying down some heavy metal substance, which I distinctly heard plunge heavily in the water; and at times I noticed a small black steamer with boats carrying out lines across the main ship channel.

The last of these obstructions which were laid down were entirely unlike the others, and much more dangerous. They consisted of a line of buoys made of palmetto wood, of about three to four feet in length, and rounded at both ends, thus rendering them nearly undiscernible at any great distance, and especially at night. To these floats or buoys were attached a seven-inch hemp hawser by two heavy iron staples. The floats were about twenty feet apart, and at intervals were anchored with heavy grapnels. These obstructions ran unlike the former ones; commencing at Sumter, or about three hundred yards from the fort, ran in a direct line to Batter Beey, on Sullivan's island, across the main ship channel.

They consisted of detachments of about twenty to twenty-five fathoms each, having on each line about twenty-five of the floats, and anchored at each end and in the centre. At the termination of each set, and just above the other but parallel with it, commenced a similar set, and like anchored at ends and centre, and so on across the channel, thus forming a complete set of stairs. The intervening spaces between each set were about thirty to fifty feet; the number of sets about sixty. The number of floats I judge at five hundred, and at least half as many anchors or grapnels. So, had a vessel been able to pass through one set, she was most certain to foul the next. I just discovered these last obstructions a few nights after the sinking of the Patapsco, on my way up the harbor. I went a little nearer Sumter than usual. As the night was dark and rainy, I was among them before I was aware of it. When I first discovered them they were just awash, and thinking they were torpedoes I approached them cautiously. I fastened on one of them and found, on examination, its character, noticing the hawser on it. I followed it up, and soon came on the next float, and so on until I came to the end, which was anchored taut, so as to allow as little play as possible. I followed through the entire line nearly. I at once set about cutting them adrift, and took as many as I could carry in my boat. I then cut them indiscriminately until I had cut some dozen sets. This was on the first night I discovered them; I continued cutting them nights. I could work on them when the weather and tide would allow until I succeeded in destroying the greater part of them; but no sooner had I done this, when I next visited them I found them all replaced, and they continued replacing them nearly as fast as I could cut them. I kept at them, however, and at last they seemed exhausted in their endeavors to replace them. They then put on a guard of boats to row back and forwards on their line, thus rendering it almost impossible to work on them. I watched my chances and cut them.

I brought off with me at different times some thirty of these buoys and a large quantity of the hawser. They now seeing my determination to destroy these obstructions, they seemed equally determined to guard them, and redoubled their guard, thus rendering it almost impossible for me to pass their line and enter the harbor, and it was only by the most

extreme caution I could accomplish anything. I now turned my attention to dragging for torpedoes, which I learned from deserters were placed in large numbers in and around these obstructions. I procured about seventy-five fathoms of line, to which I attached sinkers about four fathoms apart, and, assisted by one of my boats, commenced dragging the main ship channel. But the enemy watched so close, together with the very strong tide which runs between Sumter and Moultrie, I was unable to accomplish anything, though I fastened on something several times which I could not stir, and being so close under the batteries, tugs could render me no assistance. I found no torpedoes, but felt satisfied they were there, and had I not been watched so close I am certain my efforts would not have been in vain. I particularly watched the harbor from the first supposition we had of their evacuating the place, but discovered nothing new.

On the day after the evacuation, the 19th ultimo, and in obedience to your order, I commenced a thorough examination of the harbor with a view to ascertain where these obstructions were, and where torpedoes were placed, that might deter the fleet from entering the harbor. As I stated before, I found the line of buoys and hawsers as I last left them, cut in many places, but still very formidable and dangerous.

Before endeavoring to raise any of these obstructions, I visited the batteries on Sullivan's island to see where wires, if any, might be connecting with torpedoes in the channel, as I had information from deserters that such was the case. Found none in the batteries, but found some leading into the houses back of Battery Bee and Fort Moultrie. I traced them through the sand to the beach, and from their lead I was certain they led into the main ship channel. These wires, if attached to torpedoes, were to have been exploded by a galvanic battery. I also learned from deserters that there were on Forts Sumter, Moultrie, Bee, and other batteries, torpedoes constantly ready for planting should the fleet attempt to enter the harbor. I next visited the upper harbor as far up as abreast of the dry dock, but saw nothing but a line of piles across the middle ground.

On the 23d, 24th, and 25th ultimo I was engaged dragging the harbor with two tugs, the Jonquil and Gladiolus, assisted by two boats. I dragged the main ship channel thoroughly, and found a torpedo near the wreck of the Patapsco. It was made of a keg, covered with pitch and having a percussion fuze at either end. I took it on shore at Fort Moultrie and emptied the powder, which was dry and in good order, and from its appearance it had not been down long. It contained about one hundred pounds of powder. I next proceeded to raise the line of floats and hawsers, assisted by the tugs and boats. I raised some twenty-five anchors, shaped like the monitors'. I also cut the remaining line and raised all the floats and towed them on shore. In dragging the main ship channel I hooked on to some heavy object, but owing to its weight I could not raise it. Continued my search until I found three and buoyed them. I now visited Battery Bee, and found three wires leading to three large torpedoes in the main ship channel.

I continued dragging the harbor up to the 5th instant, and found nothing but a line of spiles across the middle ground.

I have visited the shore and rivers up to date, (22d March,) and found, both on shore and in houses, large numbers of torpedoes, ready for being planted should they observe any movement on our part to enter the harbor, and a few hours would have sufficed to have studded the channel with them.

But from all I have seen there have been large numbers of torpedoes placed, and during the time I was engaged scouting the harbor I always found the

enemy vigilant in the extreme, and never letting a chance pass to hinder our vessels from entering the harbor by placing all manner of obstructions.

I am, sir, with respect, your obedient servant,

JOHN L. GIFFORD, *Acting Master.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

CHARLESTON, S. C., *May* 1, 1865.

SIR: In obedience to your order, I make the following report in relation to the time I have been employed on scout duty in Charleston harbor and vicinity, under your special order. I commenced August 12, 1863, and was employed on that duty until February 18, 1865, at which time this place was evacuated, which makes eighteen months; since that time I have been employed in taking up obstructions and torpedoes, and searching for various kinds of ordnance.

I am, very respectfully, your obedient servant,

JOHN L. GIFFORD, *Acting Master.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

CHARLESTON, S. C., *April* 8, 1865.

SIR: In obedience to your order, I respectfully submit the following report in relation to the torpedoes which I have discovered in the city of Charleston and its vicinity.

In one house on the bank of the Ashley river, near Chisholm's Mills, I found thirty-two, and all the conveniences for making more. Further up the same river, in two houses I found thirteen; in one house near the navy yard, four; and at Mount Pleasant twelve. These were all small casks (as large as a ten-gallon cask) with pieces of wood (cone-shaped) fastened to both ends, and covered with pitch. Each had a metallic bouching for a fuze in the bilge of the cask.

One was much larger than the rest, with five fuze bouchings, and fitted with irons, to secure it to the bow of some ram or torpedo boat.

I also found on a wharf near the dry dock thirty more torpedoes, mostly iron ones, and fitted for rams and rafts.

Very respectfully, your obedient servant,

JOHN L. GIFFORD,
Acting Master U. S. N.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

FLAG STEAMER PHILADELPHIA,
Charleston Harbor, S. C., March 25, 1865.

Additional list of articles pertaining to the defences of Charleston, discovered to-day:

One torpedo frame with four cast-iron torpedoes. Six cast-iron torpedoes on a wharf, some fuzed and ready for use. Oyster-shells and barnacles on the torpedoes indicate that they had been submerged for some time. Twenty cast-iron torpedoes in an adjacent shed. Large quantities of wire

cable for galvanic batteries. Torpedo boiler (contents 51.5 cubic feet) fitted with cast-iron beds.

Further up the Cooper river were found two new torpedo boats, one nearly finished, with her machinery on board; also the wreck of an iron-clad, the top of the casemate being three feet above low water and eighty-eight feet long.

Respectfully,

E. J. DICHMAN, *Ensign U. S. N.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Letter from Acting Ensign C. H. Hanson.

UNITED STATES STEAMER JONQUIL,
Charleston, March 13, 1865.

SIR: I respectfully report the amount of work performed by this vessel in four days at the obstructions between Forts Sumter and Moultrie, which amounted in removing from the channel eighty (80) logs, three feet in length, in sections of four each, and to every section there was attached twenty fathoms of eight-inch hemp hawser, every section being separately anchored with a heavy grapnel. Also one torpedo, twenty yards south of the Patapsco, with sixty pounds of powder in a perfectly dry state.

Very respectfully, your obedient servant,

C. H. HANSON,
Acting Ensign, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Letter from Acting Ensign Sturgis Centre.

UNITED STATES STEAMER LABURNUM,
Charleston Harbor, March 13, 1865.

SIR: I have the honor to make the following report:

On the morning of the 19th of February, in obedience to orders, commenced to remove obstructions between Mount Pleasant and Fort Sumter, which consisted of a seven-inch hemp rope, about twelve fathoms in length, buoyed up with pine logs at every four fathoms, and anchored with cast-iron anchors, weighing about 150 pounds each. The number removed by this vessel was twelve.

The anchors were put on board the United States steamer South Carolina. The rope was cut from the logs, in obedience to orders, and the logs thrown overboard.

Part of the rope still remains on board of this vessel; the remainder has been disposed of, in obedience to orders.

Very respectfully, your obedient servant,

STURGIS CENTRE,
Acting Ensign, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Letter from Acting Ensign N. Boughton.

UNITED STATES STEAMER GLADIOLUS,
Charleston Harbor, S. C., March 1, 1865.

SIR: I have the honor to make the following report in regard to the obstructions between Fort Sumter and Sullivan's Island:

They consisted of pine logs four (4) feet long, with a seven (7) inch hemp hawser fastened to them with iron staples. The logs were three (3) fathoms from one to the other, and an average of five (5) logs attached to one hawser. They were anchored with a cast-iron grapnel of 200 pounds weight; they were scattered two-thirds of the way across from Fort Sumter to Sullivan's Island. I cleared away about one hundred (100) with this vessel.

Very respectfully, your obedient servant,

N. BOUGHTON,
Acting Ensign, Commanding.

Lieut. Com'dr J. M. BRADFORD,
Fleet Captain, S. A. B. Squadron.

Letter from Capt. Boutelle, of the Coast Survey.

UNITED STATES STEAMER BIBB,
Charleston Harbor, S. C., March 18, 1865.

ADMIRAL: Yesterday afternoon, as this vessel was returning to the city, after making surveys upon the bar, we struck a sunken torpedo, which exploded under our port bow, about midway between the port guard and the fore channels.

The shock was very severe, the sensation being that of striking a rock, being lifted by it, and passing over it into deep water beyond. The column of water thrown up by it nearly filled the second cutter, and unhooked it from the forward davit. Sixty fathoms of studded mooring chains, 1½-inch diameter, coiled upon the port side of the vessel forward, were thrown across the deck; the knees upon the port side are started out, and the joiner work shows signs of the blow received; the surface blow-pipes are broken on both sides.

Fortunately for us, the blow was upon the side. To this fact, and to the great strength of the vessel, may be ascribed our escape from serious injury. The very strong and heavy rolling sponsons bolted to the ship at the water line also contributed to save us.

I propose to put the vessel on shore at the coming spring tides, to ascertain what injury her hull and copper has sustained. No timbers or planks are broken, and we shall be ready in three days to resume our duties.

Angles taken half a minute before the explosion fix our position at the time. The new light east of Fort Moultrie, on Sullivan's island, bore north 85° east, distant 1,530 yards, and the flagstaff, at Battery Bee, bore north 27° east, distant 744 yards. The depth of water was twenty-five feet at mean low water. The explosion occurred at 5.25 p. m., when the tide had not risen over six inches. As our position was directly in the track over which many vessels have passed, I infer that the torpedo must have been placed low in the water, where vessels of ordinary draught would pass over it at high tide. The Bibb draws ten feet at the point where she struck the torpedo.

I respectfully recommend that all vessels be cautioned to pass close to Sullivan's island, between its western end and Fort Moultrie, until the channel has been thoroughly cleared of all hidden dangers.

Yours, respectfully,

CHAS. O. BOUTELLE,
Ass't Coast Survey, Com'dg U. S. S. Bibb.

Rear-Admiral J. A. DAHLGREN, U. S. N.,
Commanding S. A. B. Squadron.

Letter from Acting Ensign Charles H. Hanson.

UNITED STATES STEAMER JONQUIL,
Charleston Harbor, S. C., June 4, 1865.

SIR: In obedience to your order of the 5th of March, I proceeded up Ashley river, accompanied by two boats from the United States steamer Home, to drag the river for torpedoes, and other obstructions that might retard the progress of vessels. On arriving off the mouth of the river I commenced dragging, and soon hooked on to something which the boats could not stir. I then put over the quarters of the Jonquil a heavy 3-inch hemp line, to which was attached a large 50-pound grapnel, and started up the river. I soon hooked on the obstruction, but was unable to stir it. I then took the lines forward, and took it to the windlass, and hove on it. It came slowly, but owing to the great weight, it broke, and on portions of it being brought up, proved to be a framework of pine logs, spiked together with heavy iron spikes. Its form, from what I saw of it, was square, and about twenty to thirty feet square, having its centre filled up with heavy planks, and bolted to the logs. On each end of the frame was placed a torpedo, made of iron, and conical, having on their bottom four flanges for bolts and nuts, which were riveted to the logs. The torpedoes were capable of holding from thirty to forty pounds of powder each, having a percussion fuze, to be ignited by sulphuric acid in a glass vial. This framework was sunk with stones, and at low water was about two feet below the surface, and about eight feet at high water. These obstructions were placed in the channel, and were very dangerous, and should a vessel attempt to enter the river she must have been destroyed. I continued dragging for the rest of this work, and succeeded in pulling it to pieces.

On the following day, the 6th, I proceeded up to the same place, and commenced dragging again in the same manner. I had proceeded but a very short distance, when I hooked on to another frame. It was situated about one hundred yards further up the river, and a little to the right of the last. I proceeded, as before, to heave them up, which I succeeded in doing in this manner: I secured three of the torpedoes in dragging. The logs became separated. I hooked on to the log which had the fourth one on, but the log came up with the end not having the torpedo on. I hoisted it to the bows of the steamer, and started for shore. On shoaling the water, the torpedo being down, struck the bottom, and exploded directly under and about amidships of the steamer. Its force was so great as to raise the boilers five inches from their bed, and knocked nine men overboard, and completely flooded the vessel. One of the men was standing on the berth-deck at the time of the explosion, and its force was so great as to throw him up against the deck and split his head open, and the engineer on watch had his back severely hurt by the concussion.

At the time of the explosion I was in about ten feet of water, and had it been any shoaler the vessel would have been entirely destroyed. Every

movable thing was thrown down, doors shattered, windows all broke, and all light work started. The howitzer forward was upset, and three beams were badly sprung. The steam-gauge and condenser were broken, and nearly all the lighter machinery was disabled. The hull of the vessel, however, I found, on examination, was not materially damaged.

On the following day I started up the river again, and commenced dragging. I found another set similar to the others, and situated directly opposite the other. I dragged until I had secured all the torpedoes and torn the logs asunder, thus effectually destroying that set of obstructions. From the positions they were placed in, the three frames formed a triangle ; thus, had a vessel escaped the first set, she would very likely have fouled one of the others. Further up the river I found a similar set, but found no torpedoes. I dragged it to pieces. I then dragged up the river, and on both sides as far as Wappoo Cut, but found nothing of a serious nature. The number of torpedoes I took up on these obstructions was twelve, all iron and alike, fitted with vials of sulphuric acid.

Very respectfully,

CHARLES H. HANSON,
Acting Ensign, Commanding.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Statement of William Smith, a native of Buffalo, N. Y., and for the last twenty years a resident of Charleston, S. C., taken June 2, 1865.

Assisted in putting down obstructions about two months after the surrender of Fort Sumter, in 1861.

First put down rope obstructions. These were at first in a single length, one mile and a quarter long. In this way, though put down twice, they were not found to stand more than one tide before being carried away.

They were then cut into lengths of one hundred and seventy feet each, and anchored in two rows across the channel, from the breakwater near Battery Bee to Fort Sumter.

Each length of one hundred and seventy feet consisted of three pieces of hawser, eighteen (18) inches apart, and ratlined every eighteen (18) inches with cotton-bale strapping. The plane of the three hawsers was intended to be vertical, the upper one being four (4) inch, the middle seven (7) inch, and the lower nine (9) inch. Between the upper and middle ones, at intervals of thirty (30) feet, turpentine barrels were secured horizontally. At one end the three hawsers were brought together, forming an eye, to which a light mooring chain was secured. The anchor used was that known as the obstruction anchor, with five arms.

Understood that previous to this, obstructions, consisting of single logs chained together, had been placed across the channel, but were very soon washed away. About the summer of 1862, assisted in putting down booms of railroad iron. Each boom consisted of nine (9) square logs, twelve by twelve inches, and twenty feet, connected together in three layers by an iron band at each end, and bolted with treenails. At a distance of three feet from each end of the middle log, in the bottom layer, an iron band went round it, to which was attached one large and three or four small links of chain. Through the bottom link was put the iron traverse that held the bar of railroad iron. Each bar had a large iron loop bolted into each end.

The booms, as thus described, were connected together in pairs by a link through the loops. The pairs were then connected together into sections of twelve booms, a single shackle connecting each pair.

These sections were then moored across the channel just above (westward) the rope obstructions, from near Battery Bee towards Sumter.

The first section towards Bee was secured at one end by a large anchor, placed about fifty yards from the breakwater, and the end in the direction of Sumter moored with two mushrooms. The second section was then shackled on, and the end secured with one mushroom; the third section with two mushrooms; the fourth with one, and so on. The last section towards Sumter was secured by a large anchor at the end, and a mushroom at the fourth boom from the end.

Since stating the above, I learn from one who was engaged in it, that boom obstructions, with the railroad iron through the middle, were put down before the rope obstructions.

I certify the above to be correct.

WILLIAM SMITH.

I certify that the above statement was made in my presence, and that the dimensions and mode of construction of the booms were verified by comparison with such parts as are now in our possession.

E. ORVILLE MATTHEWS,
Lieutenant Commander and Aid.

William Smith further states, that their own vessels were continually being caught in the rope obstructions, and mentions the following cases that he knew of:

The side-wheel steamer Ettiwan drifted on the obstructions, and upon starting her engines the obstructions caught and stopped her wheels.

The side-wheel steamer Chesterfield, whilst steaming up against an ebb tide, got among the obstructions, and although she was some ten yards from them, they were drawn in on either side and stopped the wheels, until they were cut away and the barrels broken up.

The Palmetto State, iron-clad screw gunboat, while going down the harbor, just after the Keokuk was sunk, caught them in her propeller, and had to anchor in order to clear it.

One of the blockade-runners (a propeller) was going out of the harbor, when she caught on these obstructions, which stopped her engine, so that she could neither go ahead or back, and had to be towed back to the city and put in dry dock, when it was found that the rope had worked into the journal.

E. ORVILLE MATTHEWS,
Lieutenant Commander and Aid.

Examination of Mr. M. M. Gray, late captain of engineers in the rebel service, taken on board the U. S. steamer Philadelphia, April 11, 1865, *by Acting Ensign Walter Cooper.*

Question 1. What is your name and nativity?

Answer. M. M. Gray, Wilmington, Delaware.

Question 2. Were you employed by the rebel government?

Answer. I was—held a commission (written) as captain of engineers, dated May, 1862.

Question 3. When did you commence your duties?

Answer. Previous to December, 1862. I was on General Rains's staff when I entered on my duties here, General Beauregard commanding. At this time there were no torpedoes here, nor any put down. They had just

finished putting down the railroad-iron boom, which was placed between Sumter and Moultrie by a Doctor Shivers. I do not think it was wholly in place when Admiral Dupont made his attack—part of it being gone. It was not replaced. Afterwards, shortly after the attack of 7th April, a rope obstruction was put down all in one piece, floated by spirit casks, which I helped to put down about the beginning of May.* There were heavy anchors at each end, and intermediate anchors fifty (50) feet apart. These rope obstructions were followed shortly after the federal landing on Morris island, by the obstructions in sections, such as are now taken up. They were made by me, and put down by Captain John Frazer Matthews. When any were found missing by day, they would be replaced the succeeding night. They were made so that the part floating on the water was fifty (50) feet long—one line on each side of the float—five floats to each section anchored by a single part, having six hangers to the line on each side of the float, making twelve (12) to each section. The size of ropes used to the section was six and seven inch. All those made by me had the floats between the two ropes. After my arrest they were made with single ropes, and the same kind of float. These were stretched between Sumter and Moultrie, on the line of the first chain obstructions. There were two lines of them, each one hundred feet apart. The lines of the *sections* were sixty feet apart on each line, and were often found removed, when they were replaced immediately.

Question 4. When did you begin to put down torpedoes?

Answer. None were down in December, 1862, but began to put them down in February, 1863. These were frame torpedoes, and were put down in Ashley river, Hog Island channel, and Castle Pinckney channel. I also put down the electric torpedo a short time before Admiral Dupont's attack. (This is one that the Ironsides is said to have been over.) I put down four frames, with three (3) and four (4) torpedoes on each. No more were put down until the attack on Morris island. That night, for the first time, commenced to put down floating barrel torpedoes; put down upwards of twenty (20) across Cooper river, from Broad street to Shute's Folly; also fifteen in front of the rope obstructions between Sumter and Moultrie. There may have been more than that, all of which were barrel torpedoes. The third night put down two electric torpedoes on a line with Sumter and the middle ground, taking the wire into battery B. Continued to replace the barrel torpedoes, and put down others, some of which were in the rear of the rope obstructions and some in Hog Island channel. One rebel transport steamer, the Marion, was sunk in the Ashley the night before the attack on Sumter, (April 7, 1863,) by one of the torpedoes, and another, the Etiwan, was run on shore near Johnson some time in May or June, one having exploded under her, and she being in a sinking condition, and next morning the batteries on Morris island opened on her. After the attack on Morris island, and after it was evacuated, continued to put down floating torpedoes. At that time so many were down it would have been impossible to have come into the harbor, which was in July or August, 1863. The rebels felt sure of the action of these torpedoes and the rope obstructions. I communicated with General Beauregard on the business.

Question 5. Did you ever hear General Beauregard say anything of the defences of the place?

Answer. General Beauregard considered they were impregnable. At one time when it was thought the Union fleet was coming in the harbor, they

* It is certain that there was some kind of rope obstructions in place when the attack of 7th April occurred.

took the blockade-runners, cotton-clad their boilers, and placed torpedoes on them, and also on small boats.

Question 6. Where were you when we landed on Morris island?

Answer. Was in Charleston that morning.

Question 7. Did you go to Morris island; and when?

Answer. Went down the evening the Union forces landed.

Question 8. Did you go into Wagner?

Answer. I went into Wagner after dark. There were not over 500 men in the work at the time. I remained in Wagner until after the attack was over the next morning. Reinforcements arrived during the attack, and took part in the repulse of our troops. Had the Union forces followed up the rebels no stand would have been made. Some of the troops passed directly by the fort and left the island, but they were rallied and got into Wagner that day.

Question 9. How many men had you employed in manufacturing torpedoes?

Answer. From twenty to sixty, black and white.

Question 10. Did you make the fuzes, or were they furnished to you?

Answer. The brass work was furnished; the combustible part filled in here.

Question 11. Do you recognize these fuzes as having been used in your department?

Answer. I recognize the one marked "A" as the one commonly used, and began to use those marked "B" in July. The ones marked "L" and "4" are Major Lee's fuzes for copper torpedoes to be used on torpedo vessels.

Question 12. Is the collection of letters really what it purports to be, viz., copies of your official correspondence?

Answer. I recognize the letters as copies of my correspondence?

Question 13. From whom did you receive directions about putting down torpedoes, and the kind to be put down?

Answer. General Beauregard, who said he had more reliance in one torpedo than five 10-inch columbiads.

Question 14. Did you furnish the torpedoes for the torpedo-boats and ironclads?

Answer. No. Captain D. H. Lee, of the engineers, furnished them.

Question 15. About what time did your functions cease in consequence of your arrest?

Answer. August 28, 1864, and I had nothing to do with the business since.

Question 16. Did you remove the rope instructions between Sumter and Moultrie after the entrance of the United States squadron; and how many sections were there?

Answer. I did with tugs and boats, taking up 226 sections, and have removed some since. I cut them loose from their floats and let them go.

Question 17. How many torpedoes did you remove, and of what kind?

Answer. From between Sumter and Moultrie four, (floating;) Ashley river sixteen, (stationary frames;) Wando river six, (floating;) in front of Pinckney two, (floating;) one exploded within fifteen feet of the Jonquil on her starboard side, (frame torpedo.) The third electric torpedo was put down shortly after my arrest by Captain E. P. Bryan.

Question 18. Why did they not operate against our monitors with their torpedo-boats?

Answer. They knew of the spars and netting used by them.

Question 19. Have you visited the establishment where the torpedoes were made since the evacuation?

Answer. I have; there were twenty or thirty torpedoes there then, but since that I was there and only found five or six.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, April 11, 1865.

Personally appeared before me M. M. Gray, who, upon being duly sworn, deposes that the foregoing evidence is correct, and as given by him.

JOSEPH M. BRADFORD, *Fleet Captain.*

M. M. GRAY.

In presence of—
WALTER COOPER, *Acting Ensign U. S. N.*

Examination of Robert Thompson, taken by Acting Ensign Walter Cooper on board United States flag-ship Philadelphia, March 28, 1865.

Question 1. What is your name?
Answer. Robert Thompson.
Question 2. Nativity?
Answer. Norfolk, Va.
Question 3. Were you employed in preparing and putting down torpedoes in this harbor?
Answer. Was detailed as a carpenter to work in the department, and assisted in putting them down in Tugadoo river.
Question 4. Describe them.
Answer. The torpedoes were barrel torpedoes, lager beer barrels; two cones of pine, seventeen inches long, were placed on the ends, so that the current would not affect them or tumble them over. Pitch was put on the inside, poured through the bung, and the barrels rolled over, so as to make it even on the inside, and were pitched on the outside as well; sixty pounds of powder were placed in them. (He identified the kinds of fuze used, and showed the ones used in putting down the last lot. Two other kinds he did not recognize; had never used them in his department.)
Question 5. How long is it since the fuzes of recent construction were used?
Answer. The old kind of fuzes had been used all along until the last four months or so, when the ones of recent construction were sent up from Savannah, and they took the places of the older ones.
Question 6. How long employed in this business?
Answer. Entered on work in the department 6th March, 1864.
Question 7. Did you put them down by day or by night?
Answer. Went at night to place the torpedoes.
Question 8. Have you put any down between Sumter and Moultrie?
Answer. Put 16 down between Sumter and Moultrie.
Question 9. What kind were they?
Answer. Were barrel torpedoes, 60 pounds each.
Question 10. Where did you place them, and how many were they?
Answer. Were placed outside the rope obstructions.
Question 11. Have you put down any other torpedoes, and where?
Answer. Put down seven torpedoes in Hog Island channel, in a line from Battery Bee to Ripley.
Question 12. Have you been employed in endeavoring to get up and remove the torpedoes which you put down in this harbor?
Answer. Have been employed in endeavoring to get up the torpedoes put down in the harbor.

Question 13. How many did you get up?

Answer. Saw one which the Jonquil picked up, and the monitor got another; thinks there are twelve more where this one was picked up. The drags would encounter something, but slip off, and they could not recover them.

Question 14. Was your work principally executed previous to the 17th March, (when the Bibb struck a torpedo?)

Answer. The work of dragging for topedoes was done previous to the 17th March, previously to the Bibb being struck.

Question 15. Were any struck and exploded by vessels while endeavoring to get them up?

Answer. Do not know of any being exploded by vessels endeavoring to get them up, except at Savannah, and one vessel sunk here.

Question 16. Do you know who ordered those to be put down between Sumter and Moultrie in January?

Answer. Heard that General Hardee ordered the torpedoes to be put down in January.

Question 17. How do you know it was General Hardee's order?

Answer. Captain Simons told me that it was the order of General Hardee to put the torpedoes down between Sumter and Moultrie.

Question 18. What was supposed to be General Hardee s reason for that order?

Answer. The reason of the order was that a supposed attack was to be made on the city.

Question 19. Have you been engaged in the preparation of torpedoes, and what time?

Answer. Have been engaged in the preparation of these torpedoes since March, 1864.

Question 20. Where was the establishment in which you worked?

Answer. The establishment was at the foot of Hasel street, Cooper river. (The shells from our guns caused it to be removed to the foot of Broad street, Ashley river.) Captain M. M. Gray had charge of the work, and employed me on the carpenter work.

Question 21. Were there any other kind of torpedoes at Hasel street when you began work there?

Answer. There were copper torpedoes at Hasel street when I went to work there, to be used on the bows of vessels. Some cast-iron ones of different sizes, and a boiler torpedo on the wharf. No cast-iron torpedoes were put down in the river after he came. Sixteen barrel torpedoes were placed in the Stono about six weeks before the Patapsco was sunk.

Question 22. Why was Captain Gray removed from the department?

Answer. Do not know for what reason Captain Gray was removed. Various rumors were in circulation that he had been speculating on the government. Captain Bryan was a successful operator with torpedoes in Florida, and was a particular friend of General Beauregard, which may have been the reason.

Question 23. Were there any on hand there when the rebels left?

Answer. There were a good many torpedoes left there by the rebels in various stages of completion; 12 filled, and anchors near them in the yard of the place; 6 were for the Charleston, and some were ordered for rivers towards Georgetown.

Question 24. Were there any orders given to have some got ready for the rebel iron-clad Charleston, and for what purpose?

Answer. The ones for the Charleston were for her to lay behind her as she went up the river, supposing our boats, which came after her, would come in contact with them (the rebel boats) up the river.

Question 25. Were the torpedoes intended to be kept down habitually, or only just before they were wanted?

Answer. Generally 40 or 50 were kept on hand to be used when called for, and they would be sent away as they were wanted. After the line was finished across the Hog Island channel a line was to be laid from Johnson to Pinckney. Some torpedoes were destroyed at the N. E. railroad depot.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, March 29, 1865.

Personally appeared before me Robert Thompson, who, upon being duly sworn, deposes that the foregoing testimony is true and as given by him.

ROBERT THOMPSON.

In presence of—

WALTER COOPER, *Acting Ensign U. S. Navy.*

J. M. BRADFORD, *Fleet Captain.*

Examination of Francis Wood, taken by Acting Ensign Walter Cooper, on board U. S. S. flag-ship Philadelphia, March 28, 1865.

Question 1. What is your name?

Answer. Francis Wood.

Question 2. Nativity?

Answer. Born in Charleston.

Question 3. Were you employed in preparing and putting down torpedoes in this harbor?

Answer. Have been employed in building torpedoes, but have put them down on only two occasions.

Question 4. Describe them.

Answer. The torpedoes made were constructed from lager beer barrels, tarred inside and outside with boiled pitch, tar, and resin. A cone was placed on the extremities of the barrels, which held about 60 and 65 pounds of coarse cannon powder. Sensitive fuze plugs were used. (He was here shown samples of fuzes taken from the torpedo barrels, and pointed out one of them of the latest construction; length outside being 3-inches, marked "B;" another kind marked "A.") One fuze, called Lee's fuze, was intended to be used in the copper torpedoes placed at the bows of vessels; two fuzes he has never seen.

Question 5. How long is it since those of recent construction were used?

Answer. About six weeks previous to the sinking of the Patapsco.

Question 6. How long employed in this business?

Answer. Have been employed from nine months to a year.

Question 7. Did you put them down by day or by night?

Answer. In the putting down of the torpedoes, dark nights were always selected, using a yawl-boat for the purpose, carrying three or four torpedoes, taking from half an hour to an hour to put down the four.

Question 8. Have you put down any between Sumter and Moultrie?

Answer. The place was between Sumter and Moultrie, nearly on a line with the two forts outside the rope obstructions.

Question 9. What kind were they?

Answer. Barrel torpedoes were the only kind his department used.

Question 10. Where did you place them, and how many were they?

Answer. Between Sumter and Moultrie, 16 of them.

Question 11. Have you put down any other torpedoes, and where?

Answer. Other torpedoes were placed on a line with Battery Bee and Fort Ripley.

Question 12. Have you been employed in endeavoring to get up and remove the torpedoes which you put down in this harbor?

Answer. Have been employed in getting up the torpedoes which were placed in the harbor since the 22d February.

Question 13. How many did you get up?

Answer. Recovered three or four the first week; the sweep encountered something which we had reason to believe were torpedoes, as it was on the spot where they were laid, but the chain slipped, and we could not recover them.

Question 14. Was your work principally executed previous to the 17th March (when the Bibb struck a torpedo?)

Answer. Yes; had dragged the ground unsuccessfully where the Bibb struck previously to the accident.

Question 15. Do you know who ordered those to be put down between Sumter and Moultrie in January?

Answer. The torpedoes were placed between Sumter and Moultrie in January, by order of General Hardee.

Question 16. How do you know it was General Hardee's order?

Answer. An order came from General Hardee's headquarters for Captain Simons to come up there, and when he returned he said he had received orders to place torpedoes between Sumter and Moultrie, Johnson and Ripley, and in the Hog Island channel, and he directed them to be prepared.

Question 17. What was supposed to be General Hardee's reason for that order?

Answer. General Hardee's reason for this, according to Captain Simons's statement, was, that he expected an attack on the city in a few days. This was in the same month in which the Patapsco was sunk, and previous to it. They were put down about a week before the night of the 16th, when the Patapsco was blown up. The last of the 16 were put down the same night of the sinking of the Patapsco.

Question 18. Have you been engaged in the preparation of torpedoes, and what time?

Answer. Was engaged in putting down torpedoes since April, 1864; from that time up to the evacuation.

Question 19. Where was the establishment in which you worked?

Answer. The workshop was at the foot of Hazel street when he first entered on the business, known as Savannah steam packet wharf, Cooper river; on account of danger from our shells, the shop was removed to foot of Broad street, on the Ashley. Captain Gray had charge of the department when he first went there, and employed them in building them.

Question 20. How long was Captain Gray in command?

Answer. Captain Gray was in command until a few months before the evacuation.

Question 21. Why was Captain Gray removed from the department?

Answer. On account of embezzling from the government in speculations on rope; bought rope at low price, and sold at high price, not paying the parties from whom he bought it, and charging the government exorbitant prices.

Question 22. Were there any other kind of torpedoes at Hazel street, when you began work there?

Answer. There were copper torpedoes for use of gunboats, and some cast-iron torpedoes for frames, and also bull torpedo made of a wrought-iron boiler. Never knew of the torpedoes (cast-iron) being down in the Ashley river, which were removed since we came here; always heard that a large

number had been put down before he entered in the employ, but never had any knowledge of them himself.

Question 23. Were there any orders given to have some got ready for the rebel iron-clad Charleston, and for what purpose?

Answer. Six torpedoes (barrels) were ordered to be got in readiness for the Charleston by order of Captain Brown, commanding her. These were to be thrown overboard behind the Charleston if she retreated up the river, in order to stop the progress of any of the fleet which might try to follow. They did not then intend to destroy the iron-clads. The torpedoes were got ready, but were never called for They were destroyed by a watchman, who took out the powder and threw the torpedoes overboard.

Question 24. Were the torpedoes intended to be kept down habitually, or only just before they were wanted?

Answer. They were kept ready to be put down in case of an attack.

Question 25. Were there any on hand there when the rebels left?

Answer. There were a number of torpedoes in the factory when they left, which had been ordered to be put down in Charleston, but when the order came to leave, they went away without putting them down. Some were destroyed at the railroad depot.

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, March 29, 1865.

Personally appeared before me Francis W. Wood, who, upon being duly sworn deposes that the foregoing testimony is true, and as given by him.

FRANCIS W. WOOD.

In presence of—

WALTER COOPER, *Acting Ensign, U. S. Navy.*

J. M. BRADFORD, *Fleet Captain.*

Extracts from a journal found at the headquarters of the torpedo department in Charleston.

HEADQUARTERS SUBMARINE DEFENCES,
Charleston, February 20, 1864.

CAPTAIN: In answer to yours of the 17th instant I have the honor to report that all orders for the Stono river have been filled, and those for the Combahee and Ashipoo will be filled at as early a date as possible.

Respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

H. W. FULDIN, *Captain and A. A. G.*

—

HEADQUARTERS SUBMARINE DEFENCES,
Charleston, February 23, 1864.

MAJOR: By to day's train I send you one box containing 30 small and 12 large brass submarine tubes and three boxes with 100 sensitive tubes each. The box is marked Major James, Wilmington, N. C., and is in charge of private G. D. Rhodes, who will report to you. I will send you another box with 25 submarine brasses on Saturday or Monday next.

I have the honor to be, major, very respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major JAMES, *Chief Engineer, Wilmington, N. C.*

HEADQUARTERS SUBMARINE DEFENCES,
Charleston, February 23, 1864.

Private G. D. Rhodes will proceed as soon as possible after the receipt of this order to Wilmington, N. C., in charge of a box of tubes, to report to Major General Whiting, commanding, and return to these headquarters without delay.

Quartermaster will please furnish transportation for the above to and from Wilmington, N. C., by mail train.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 1, 1864.

Sergeant W. White, with six privates, will proceed as soon as possible after the receipt of this order to Pocotaligo, South Carolina, and report to Brigadier General Walker, commanding, to place torpedoes where directed on the Combahee river, and return without delay to these headquarters.

Quartermaster will furnish necessary transportation for Sergeant White, six men, four anchors, one small box, four torpedoes.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 5, 1864.

Sergeant H. M. Newman will proceed as soon as possible after the recept of this order to Augusta, Georgia, on business for this department, and return to these headquarters without delay.

Quartermaster will furnish Sergeant Newman transportation to and from Augusta, Georgia.

M. M. GRAY, *Captain in charge Torpedoes.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 7, 1864.

MAJOR: I have the honor to report the following for the week commencing February 28, and ending March 5, 1864: Shipped to Captain W. H. James, chief engineer at Wilmington, North Carolina, one box containing 30 small and 12 large submarine tubes, (brass,) and 3 boxes containing 300 sensitive tubes (in all.)

Most of the obstructions in the Stono river were examined and all found to be in good order. The balance will be examined as soon as practicable. Sergeant White and six men have gone to Pocotaligo to report to General Walker to examine torpedoes, and lay four more in the Combahee river. Sergeant Bell is on duty in Savannah, laying torpedoes in the different rivers. The men on the lot are all employed getting work ready as fast as possible.

I have the honor to be, major, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS, *Chief Engineer.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 8, 1864.

Sergeants Hartor and Rhodes, with boat crew of ten men, will proceed as soon as possible after the receipt of this to the Stono river to examine obstructions.

M. M. GRAY, *Captain in charge Torpedoes.*

OFFICE SUBMARINE DEFENCES,
Charleston, March 13, 1864.

Sergeant H. M. Newman, with boat crew, will proceed as soon as possible after the receipt of this order to the Stono river to examine obstructions.

M. M. GRAY, *Captain in charge Torpedoes.*

Weekly report of detailed and hired men in department submarine defences, commencing March 6, and ending March 12, 1864.

CHARLESTON, S. C., *March* —, 1864.

Number of detailed men, 30 ; number of hired men, 9 ; number of absent sick, 2 ; number of present sick, 0 ; number on leave absence, 2 ; number for duty, 35 ; number present for duty, 34 ; number absent on duty, 1 ; total absent, 5 ; total present and absent, 39.

M. M. GRAY, *Captain in charge Torpedoes.*

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OFFICE SUBMARINE DEFENCES,
Charleston, March 12, 1864.

MAJOR : I have the honor to report the following for the week commencing March 6, and ending March 12, 1864 : Furnished Captain E. P. Brien for Florida, 12 torpedoes, 800-pounds powder, 1 box containing 300 sensitive tubes ; 14 ballast weights ; 1 coil hemp rope ; 1 coil 3-inch Manilla rope ; 12 cast-iron anchors ; 28 submarine tubes, brass ; 2 packing-boxes. Sergeant White returned from Pocotaligo, and reports having placed torpedoes where directed in the Combahee river. Sergeant E. B. Bell is still on duty in Savannah. The balance of the obstructions in the Stono river were examined, and all, with the exception of one, were found to be in good order ; that one was taken up and will be replaced ; also the harbor instructions examined as soon as practicable. The hands on the lot are employed getting work ready as fast as possible.

I have the honor to be, major, very respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

—

CHARLESTON, *March* 16, 1864.

DEAR SIR : Captain Gray requested me to write you word not to receive a cent from the government only through him, as it would be a fraud. He has been quite sick, but is now much better. There is very little doing here at present, and everything in general is very quiet. With the hope that this may find you improving rapidly,

I remain yours, with respect,

M. M. GRAY,
Per W. G. HARVEY.

THOMAS MCNEIL, *Summerville Hospital, Savannah, S. C.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 16, 1864.

This is to certify that Sergeant N. C. Hawnor was in my employ, and on duty for this department, when killed by explosion of magazine at Fort Sumter, on the 11th December, 1863.

M. M. GRAY, *Captain in charge Torpedoes.*

OFFICE SUBMARINE DEFENCES,
Charleston, March 19, 1864.

Piquets and guards will pass Pilot Tom Smith to Capros island, and back to the city, on the 21st March, 1864.

M. M. GRAY, *Captain in charge Torpedoes.*
Per W. G. HARVEY.

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 19, 1864.

GENERAL: From a communication I have received from Mr. J. B. Smith, in charge of electric battery, Sullivan's island, I have the honor to report that the soldiers on the island have destroyed the stakes placed there for the purpose of getting the position of torpedoes in the channel.

I will replace the same as soon as practicable, and would respectfully request that something be done to prevent their being destroyed again.

I have the honor to be, general, very respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Brigadier General THOMAS JORDAN, *Chief of Staff.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 21, 1864.

MAJOR: I have the honor to report the following for the week commencing March 13 and ending March 19, 1864.

Finished the work in the Stono river, and taking up one torpedo, supposed to be in bad order, it was found to be all right; will replace it as soon as practicable. I would recommend that more torpedoes be placed in the Stono river.

Getting work ready for Commander Tucker, navy department, also electric torpedoes for harbor.

The hands are all employed on the lot getting work ready as fast as possible.

I have the honor to be, very respectfully,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS, *Chief Engineer, Charleston, S. C.*

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[Orders No. 2.]

OFFICE SUBMARINE DEFENCES,
Charleston, March 25, 1864.

I. All persons employed in this department are hereby ordered not to be absent from their quarters day or night (except when on the lot) until the 20th April, and to be ready for extra duty at any moment.

II. Sergeant Avant will examine the arms of the men every Saturday, and report any not in order to this office.

III. The boats Molly Myers and Mary Gray to be in readiness, and four canoes must be loaded immediately with rosin, to be kept afloat and in readiness at any moment.

By order of—

M. M. GRAY, *Captain in charge Torpedoes.*
Per W. G. HARVEY.

OFFICE SUBMARINE DEFENCES,
Charleston, March 28, 1864.

COMMODORE: I would respectfully inform you that I intend to raise the cable (now lying between Fort Johnson and Sullivan's island) to night if the weather permits. Please to notify your guard-boats and let me know the signal.

M. M. GRAY, *Captain in charge Torpedoes.*

Commander R. H. TUCKER,
Commanding Naval Forces Afloat, Charleston, S. C.

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 28, 1864.

MAJOR: I have the honor to report the following for the week commencing March 20 and ending March 26, 1864.

Getting electric torpedoes ready. Weather too bad to examine the harbor obstructions; will do so as soon as practicable. Hands on the lot; all employed getting work ready as fast as possible. E. B. Bell still on duty in Savannah. The electric cable between Sumter and Johnson will be raised the following week, weather permitting. The boats all ready to assist in lighting the harbor.

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS, *Chief Engineer.*

—

OFFICE SUBMARINE DEFENCES,
Charleston, March 31, 1864.

GENERAL: On the 26th of January last I made application, through General Rains, asking for permission to take charge of one of the torpedo (cigar) boats. The general notified me that General Beauregard had said "I should have one." Having heard nothing further about it, I again respectfully ask permission to take charge of one of them. I believe they are now in charge of the engineer department. I wish one of them attached to this department and in my charge. I have a full crew, engineers, &c., also some torpedoes all ready, and wish to attack the enemy's vessels, not any one in particular, but the first that gives a favorable chance for success, and to go whenever and wherever I think I can do the most damage to the enemy's vessels.

I have the honor to be, general, very respectfully, your ob't servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Brigadier General THOMAS JORDAN, *Chief of Staff.*

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 2, 1864.

MAJOR: I have the honor to report the following for the week ending April 2, 1864.

Sent Captain J. A. Simons with two boat's crews, assisted by one from Commodore Tucker, to raise electric cable lying between Forts Johnson and Sumter. I am examining the same, and will have it ready for use shortly. Weather has been too bad to examine the electric torpedoes, also harbor obstructions, but will do so as soon as practicable. Hands still employed at work on the lot.

I have the honor to be, major, very respectfully, your ob't servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

OFFICE SUBMARINE DEFENCES,
Charleston, April 7, 1864.

CAPTAIN: By to-morrow's train I send you 12 torpedoes, 12 anchors, 15 balance weights, 33 submarine tubes, (brass,) 2 coils rope, 84 fathoms, 24 northern pine plugs, and one auger; they are in charge of Sergeant Horton, who will report to you. The auger you will please send back, as we could not get tubes of the old size. I thought best to send it and the plugs.

M. M. GRAY, *Captain in charge Torpedoes.*

Captain E. P. BRYAN, *Florida.*

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 8, 1864.

Sergeant W. White will proceed to Mount Pleasant and get two boiler heads of Mr. Burris's from Mr. Holback's salt works, bringing the same to these headquarters.

M. M. GRAY, *Captain in charge Torpedoes.*
Per W. G. HARVEY,

Quartermaster will please furnish Sergeant White with a wagon for the above.

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 7, 1864.

Sergeant R. F. Horton will proceed as soon as possible after the receipt o this order, to General Anderson's headquarters, Camp Milton, Florida, in charge of twelve torpedoes and fixtures, and report to Captain E. P. Bryan, and return to these headquarters without delay.

Quartermaster will please furnish necessary transportation for Sergeant Horton, 12 torpedoes and fixtures.

By command of General Beauregard.

M. M. GRAY, *Captain in charge Torpedoes.*

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 9, 1864.

MAJOR: Two days since I received a verbal order relative to the wire, but not saying who for, or where to go to. In answer to yours, I have the honor to state, that the wire is all ready measured off, and only waiting orders where and who it is to be shipped to.

I have the honor to be, major, very respectfully, your ob't servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston.

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 9, 1864.

MAJOR: I have the honor to report the following for the week ending April 9, 1864:

Having furnished 12 torpedoes and fixtures, and sending Sergeant Horton in charge of same, to Captain E. P. Bryan, Camp Milton, Florida. Also making all necessary preparations so as to raise and examine electric telegraph torpedoes next week, weather permitting. Hands on lot all employed getting work ready for Florida and the coast.

Very respectfully,

M. M. GRAY,
Captain in charge Torpedoes.

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

Weekly report of detailed and hired men in depot submarine defences, week ending April 16, 1864.

CHARLESTON, S. C., *April*, 1864.

Number of detailed men, 27; number of hired men, 13; number of absen- and sick, 3; number of present sick, 0; number on special furlough, 1; number for duty, 36; number for duty, 35; number absent on duty, 1; total absent, 5; number of present and absent, 40.

M. M. GRAY, *Captain in charge Torpedoes.*

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 16, 1864.

MAJOR: I have the honor to report the following for the week ending April 16, 1864:

Furnished Captain E. P. Bryan, for Florida, 12 torpedoes, 75 pounds powder each, anchors and fixtures complete; also Commander W. F. Lynch, Wilmington, North Carolina, with eight fuzes; handed over to Major M. A. Pringle for transportation to General Maury, Mobile, Alabama, two miles submarine cable. The stake that was destroyed by soldiers on Mount Pleasant has been replaced. Could not raise the electric torpedoes, as Captain Smith, the diver, is absent on duty, but will as soon as he returns. Hands on lot all employed getting work ready for Florida and the coast.

Very respectfully,

M. M. GRAY,
Captain in charge Torpedoes.

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 19, 1864.

MAJOR: In answer to yours of the 16th and 18th, I have the honor to report, that no orders have been received at this office in reference to torpedoes in the creek in front of east line on James island, since General Rains left here. I will have them placed as required, also those replaced in Stono, as requested by General Taliaferro, as soon as practicable.

Very respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 19, 1864.

Captain J. A. Simons is hereby ordered to proceed without delay to Augusta, Georgia, for the purpose of obtaining barrels suitable for torpedoes, either by purchase or impressment; if none are to be had at Augusta, to go to Atlanta, Georgia, and if successful in getting any, to ship the same to these headquarters.

He will take Sergeant W. White with him to assist in the above.

Quartermaster will furnish necessary transportation for the above.

M. M. GRAY, *Captain in charge Torpedoes.*

HEADQUARTERS DEPARTMENT S. C., GA., AND FLA,
Charleston, S. C., April 5, 1864.

Captain Gray, in charge of the submarine defences, is authorized to impress twenty-four (24) casks, being absolutely necessary for the manufacturing of torpedoes, care being taken in the impressment to comply with General Order A and I and General Order No. 30, C. S., regulating impressment.

By command of General Beauregard.

H. WEMYSS FULDING, *Captain and A. A. G.*

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 21, 1864.

MAJOR: In answer to yours of the 20th, I have the honor to report that Captain E. P. Bryan has been furnished with twenty-four torpedoes already, and that there are twelve more ready on lot, only waiting despatch from him to ship. The rest will be ready in time for him.

Very respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS,
Chief Engineer, Charleston, S. C.

OFFICE SUBMARINE DEFENCES,
Charleston, April 27, 1864.

DEAR SIR: Yours of the 23d came to hand yesterday, and in answer I will say I will be pleased to render you every assistance I can, and will in this send you a letter to General Trapin, stating the object of your visit and asking him to assist you all he can.

Do you find out from your trip that there is a chance of your being successful in blowing up the vessels you spoke of? I will, upon notice from you, meet you at Georgetown at any time you shall name.

Very respectfully, yours, &c.,

M. M. GRAY, *Captain in charge Torpedoes.*

Mr. J. S. MCDANIEL.

OFFICE SUBMARINE DEFENCES,
Charleston, April 27, 1864.

GENERAL: Mr. J. S. McDaniel, the bearer of this, in company with Captain Geo. H. Poung, will visit Georgetown for the purpose of getting the positions of the vessels blockading that port. It is his intention, if he thinks it

can be done, to try and destroy the blockaders by means of torpedoes. You will please give him any assistance he may require or any information you may have concerning them.

Very respectfully, yours, &c.,

M. M. GRAY, *Captain in charge Torpedoes.*

Brigadier General TRAPIN,
Commanding Fourth Military Dist., Georgetown, S. C.

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 28, 1864.

COMMANDER: You will please do me the kindness to give me any information you may have concerning Lieutenant Dixon and crew; also what service they were in and the date of the exploit, and their names, and oblige,

Yours, very respectfully,

M. M. GRAY, *Captain in charge Torpedoes.*

Com. J. R. TUCKER,
Commanding Naval Forces afloat.

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OFFICE SUBMARINE DEFENCES,
Charleston, April 30, 1864.

MAJOR: I have the honor to report the following for the week ending April 30, 1864:

Furnished torpedoes as per order for Captain Bryon, and waiting orders to ship. The work for creek opposite east lines, James island, will be placed as directed on Tuesday next. The orders for Winyan bay will be filled as soon as practicable; also those of the Combahee river. Captain J. A. Simons returned from Augusta with forty barrels.

The delay in filling the above orders was caused by want of barrels, which are now here.

Very respectfully yours, &c.,

M. M. GRAY, *Captain in charge Torpedoes.*

Maj. W. H. ECHOLS, *Chief Engineer.*

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., April 29, 1864.

GENERAL: In answer to a communication of yours, received through headquarters, relative to Lieutenant Dixon and crew, I beg leave to state that I was not informed as to the service in which Lieutenant Dixon was engaged or under what orders he was acting. I am informed that he requested Commander Tucker to furnish him some men, which he did. Their names are as follows, viz: Arnold Becker, C. Simpkins, James A. Wicks, F. Collins, and ——— Ridgeway, all of the navy, and Captain J. F. Carlson, of Captain Wagoner's company of artillery.

The United States sloop-of-war was attacked and destroyed on the night of the 17th February. Since that time no information has been received of either the boat or crew. I am of the opinion that, the torpedoes being placed at the bow of the boat, she went into the hole made in the Housatonic by explosion of torpedoes, and did not have power sufficient to back out, consequently sunk with her.

I have the honor to be, general, very respectfully, your obedient servant,

M. M. GRAY, *Captain in charge Torpedoes.*

Major General DABNEY H. MAURY, *Mobile, Ala.*

OFFICE SUBMARINE DEFENCES,
Charleston, S. C., May 2, 1864.

Sergeant H. M. Newman, with crew, will proceed without delay to James island and report to General Taliaferro for the purpose of placing torpedoes in creek opposite east lines James island.

Quartermaster will furnish necessary transportation for the above.

M. M. GRAY, *Captain in charge Torpedoes.*

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., May 3, 1864.

Captain F. Smith, with crew, is hereby ordered to leave the wharf at 5 o'clock and underrun the cable between Forts Sumter and Johnson.

By order of M. M. Gray, captain in charge torpedoes.

W. G. HARVY.

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., May 4, 1864.

Sergeant H. M. Newman, with boat crew, will proceed to Dill's Bluff, James island, and from there to Bal Haskel, for the purpose of examining obstructions.

M. M. GRAY, *Captain in charge Torpedoes.*

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OFFICE SUBMARINE DEFENCES,
Charleston, S. C., May 7, 1864.

MAJOR: I have the honor to report the following for the week ending May 7, 1864:

Have underrun the cable between Forts Sumter and Johnson. Examined creek opposite east lines, James island; only found one torpedo in it; examined that, and finding it in good order, replaced it. Will put down others as soon as I can get powder. I will here say that Major Chambliss cannot fill my requisitions for powder, and I can do nothing until I get some. Examined creeks in front of Batteries Haskell, Tatem, and Ryon, and will place torpedoes as soon as practicable.

Shipped to Mr. Talbott, care of engineer bureau, Richmond, Va., one and a half mile of insulated wire. Hands on lot getting work ready to fill orders. Shipped 100 sensitive tubes and two submarine fuzes to Commander Lynch, Wilmington, N. C.

M. M. GRAY, *Captain in charge Torpedoes.*

Major W. H. ECHOLS, *Chief Engineer.*

MISCELLANEOUS REPORTS.—SOUTH ATLANTIC SQUADRON.

DESTRUCTION OF A SLOOP NEAR FORT MOULTRIE BY THE GUNS OF THE PATAPSCO.

Report of Lieutenant Commander John Madigan.

UNITED STATES IRON-CLAD STEAMER PATAPSCO,
Off Fort Wagner, Charleston Harbor, S. C., November 5, 1864.

SIR: In obedience to your signal at 9 a. m. of this day, I opened fire upon the small sloop that was on the beach in front of Fort Moultrie, as I was at anchor at the time, and lying stern towards the sloop. I commenced firing with the 12-pounder Dahlgren howitzer, hitting twice in thirteen shots. We were then about 2,700 yards distant from the sloop. I concluded the 150-pounder rifle would make shorter work of the destruction in view, on account of the size of its projectile, so I got under way and steamed around to bring the 150-pounder rifle into play, and commenced firing with it at the sloop.

I was now fired upon by Fort Moultrie, the enemy using shells and shot, which would certainly have hit this vessel had she not been continually changing her position by steaming and drifting. One shell burst nearly over us, and two pieces struck the vessel, doing no damage beyond staving the gig slightly and bruising one of the torpedo spars. Finding us so hard to hit, the enemy ceased after firing a few shots. When I had fired ten shots with the 150-pounder rifle I anchored at my station, in obedience to signal, having struck the sloop once and set her on fire. All our shots were good line shots, but being in a strong tide-way, it was difficult to keep the vessel steady so as to preserve our aim.

The destruction of the sloop by burning will be perfect. She seems to have had a cargo of cotton and turpentine.

I am, respectfully, your obedient servant,

JOHN MADIGAN,
Lieut. Commander, Com'dg United States Steamer Patapsco.

Rear-Admiral JOHN A. DAHLGREN,
Com'dg South Atlantic Blockading Squadron.

In communicating the above I beg leave to say to the department that the work was so well done that the conflagration made a considerable appearance at night. The batteries from Gregg had been firing without effect, when I signalized to the Patapsco to open fire, which was done, as above related.

Very respectfully,

J. A. DAHLGREN,
Rear-Admiral Com'dg, &c, off Charleston.

NOVEMBER 5, 1865.

EFFECTS OF A SHELL FIRED FROM BATTERY MARSHALL INTO THE PONTIAC.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, S. C., November 10, 1864.

SIR: I have to inform the department that the day after I left Charleston for this place the Pontiac received a shell forward, the explosion of which killed five men and wounded seven others slightly, one of whom has since

died. I enclose the reports of Lieutenant Commander Luce and Acting Assistant Surgeon J. W. Sherfy, which state the details at length. I also enclose the report of Carpenter Thomas, showing the extent of damages, which I am informed are probably not so great as represented; still it will be necessary for the Pontiac to come to Port Royal to repair, which gives me some concern at this time, as there are now here four of the best blockaders for the same purpose, and at least one more that needs repair. The department will perceive by the above that the attempts to effect the close blockade here unavoidably expose our vessels to casualties from the enemy's shot, striking in shoal water, and even fouling propellers, but that the vessels that go in to violate the blockade will not succeed without great risk.

On the same night that the Pontiac was struck a large side-wheel steamer ran the blockade about 10 o'clock, taking advantage of the obscurity caused by the weather. She was fired upon by several of the outside blockading vessels, and also by the launches inside. The latter are reported to have fired forty-one (41) shots at her, many of them at a distance not exceeding 150 yards, and were heard to strike her. I am glad to say that this boat organization is rendering good service. They are pushed up well in advance, and are supported by tugs, which, in this instance, however, failed to fire a gun. I have had some difficulty in collecting the number of large boats which are assigned to this duty, because steamers are not generally provided with the largest class of launches. The two which were last sent me by the bureau are highly spoken of as most excellent boats, but four others which were required have not reached me yet. I wish very much that I had a dozen such, with men sufficient to man them. If I had a thousand well-disciplined marines I would occupy Long island, which is next to Sullivan's island, and thereby reduce the chances of blockade-runners getting in to a very low figure. It is reported to me that a torpedo craft was seen from Cummings's Point this morning moving in the vicinity of Castle Pinckney.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg South Atlantic Squadron.

Hon. Gideon Welles, *Secretary of the Navy.*

Report of Lieutenant Commander S. B. Luce.

United States Steamer Pontiac,
Off Charleston, S. C., November 7, 1864.

Admiral: It is with painful regret I find myself obliged to inform you that while engaged this morning in picking up our anchor, slipped to go in pursuit of a blockade-runner, Battery Marshall opened fire on us, and a shell from a rifled gun exploding on the forecastle killed four of the crew and wounded seven others, besides one officer slightly. Observing the first few shells to explode far short, I took no further notice of the battery, but continued my efforts to get the end of our chain. We got hold of the buoy-rope, when suddenly a shell from the battery struck the bow just over the port hawse-pipe. It penetrated the bulwarks, struck the forecastle deck, and exploded, scattering destruction on every side. Fragments of the iron hawse-pipe and two hand grenades (the latter exploded by the concussion) lent their aid to increase the sad mortality. These grenades had been placed in a rack on the forecastle bulwarks for the convenient use of the forward look-outs. Striking the deck, the shell knocked a hole in the yeoman's store-room, throwing fragments of the plank and shell below, but causing no ma-

terial damage. Our buoy-rope was cut away, and with it the end of the chain lost. Not deeming it prudent to remain longer exposed to the fire of the battery, I steamed down for the outside squadron and anchored. Just about the time we were struck a rain-squall passed over, which shut out the land from view; so I am in hopes the enemy did not see anything of the effects of his shot.

On examining the bows to ascertain the amount of damage, the metal casting which forms the gripe of the stem, and acts as a guard to the forward rudder, was discovered to be broken. How or in what manner it became so I have not yet been able to determine. Mr. Thomas has made an examination of the injuries, and will, I presume, report through Captain Green.

I enclose herewith the surgeon's report of casualties.

Very respectfully, your obedient servant,

S. B. LUCE,
Lieutenant Commander.

Admiral JOHN A. DAHLGREN,
Com'dg South Atlantic Squadron.

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Report of Assistant Surgeon J. W. Shirfy, of casualties.

UNITED STATES STEAMER PONTIAC,
Off Charleston, November 8, 1864.

SIR: The following is a list of killed and wounded resulting from the fire of Battery Marshall, on Sullivan's island, upon this vessel at 7 o'clock a. m. yesterday.

Killed.—James McLaughlin, boatswain's mate, and his body lost overboard; Matthew Sommers, 1st class boy; L. F. Brown, landsman; John McDaniel, landsman; Edward Lynch, landsman. Total 5.

Wounded.—Captain of Forecastle Charles Nelson, very severely—died this morning; Thos. Connor, seaman, contusion over the right scapula, with fracture thereof, and lung implicated, severe; John McDonough, landsman, seriously in the right leg, compound fracture; Richard Everingham, ordinary seaman, not severe, contusion inside the right thigh; Theo. Lanton, ensign, contusion on the right leg, not severe; William Andrews, ordinary seaman, contusion left hand and left side, not severe; D. G. Johnston, landsman, contusion of right shoulder, not severe. Total 7. Whole number 12.

I have the honor to be, very respectfully, your obedient servant,

J. W. SHIRFY,
Acting Assistant Surgeon, U. S. N.

Lieutenant Commanding S. B. LUCE,
Commanding U. S. Steamer Pontiac.

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MORRIS ISLAND, SOUTH CAROLINA,
November 6, 1864.

SIR: In compliance with your order, I have examined the damage done to the gunboat Pontiac by a shell from Fort Marshall, South Carolina, and find that the shell entered the port hawse-hole, and exploded at the instant it did so, thereby destroying the hawse-pipe, and tearing up thick work of the deck amidships, and injuring the bulwarks and main rail on the starboard

bow. I also find the casting that connects the stem to the keel broken, and the longer part gone. The damage is serious, and in my opinion the vessel will have to be docked in order to properly repair it.

Very respectfully,

J. G. THOMAS, *Carpenter U. S. Navy.*

Captain J. F. GREEN, U. S. N.,
Senior Officer, off Charleston, S. C.

OPERATIONS CONDUCTED BY, AND WOUNDING OF, ACTING ENSIGN THOMAS STEVENS.

Report of Lieutenant Commander S. B. Luce.

UNITED STATES STEAMER PONTIAC,
Boyd's Creek, S. C., January 2, 1865.

ADMIRAL: I had the honor to report to you, in my letter of December 15, that a scouting party from this ship fell in with and was fired upon by a party of rebels on the Roseland plantation, and Acting Ensign Thomas Stevens wounded in the left arm. Mr. Stevens, soon after his return to the ship, was sent to the hospital, and since lost his arm by amputation at the shoulder.

Whether considered in his official capacity as master, or in his social relations as companion and friend, Mr. Stevens is a very great loss to us. With good natural ability, he possesses the sterling qualities which inspire confidence, and that manliness and modesty which wins esteem.

Mr. Stevens has acted as sailing-master from the time this vessel was put in commission, and since I have been in command has performed his duties to my satisfaction, showing himself to be an excellent seaman and a trustworthy officer. I beg leave to refer to my letter of December 6, wherein is reported the capture of seven (7) rebel soldiers, part of a picket guard, consisting of a lieutenant and twelve men—total 13. This guard was defeated on its own ground by Acting Ensign Stevens and his party, consisting of Third Assistant Engineer Uber, Assistant Master's Mate Kemp, and nine seamen, (total 14,) the lieutenant wounded, one corporal and six privates made prisoners, eight (8) muskets taken. It was at this place where Mr. Stevens was subsequently "ambushed" and wounded. In consideration of Mr. Stevens's excellent character, and his being so seriously maimed for life, I would most respectfully and earnestly ask if he cannot be advanced one grade (to acting master) without the formality of an examination, which is now and will be for some time to come impossible.

I am, admiral, very respectfully, your obedient servant,

S. B. LUCE, *Lieutenant Commander.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

EXPEDITION FROM THE UNITED STATES BARK ETHAN ALLEN UP THE ALTAMAHA RIVER.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Savannah River, January 2, 1865.

SIR: I enclose, for the information of the department, the report of Acting Master J. A. Pennell, commanding the Ethan Allen.

The general efficiency of Acting Master Pennell, and his activity as exemplified, induce me to recommend him to the notice of the Navy Department for promotion.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Com'dg South Atlantic Squadron.

Hon GIDEON WELLES, *Secretary of the Navy,*

Report of Acting Master J. A. Pennell.

UNITED STATES BARK ETHAN ALLEN,
St. Simon's Sound, Georgia, December 22, 1864.

SIR: I have the honor to make the following report:

Having learned from a contraband that there was a picket station at Troop's plantation, twenty miles up the Altamaha river, I fitted out an expedition and left the ship at dark on the evening of the 20th instant, with launch and howitzer, and other boats, with three officers and forty men, arriving at the plantation at 2 a. m.; sent my guide for an old negro, who, I had been informed, could lead me to the camp. He soon came down to the boats and informed me that they were encamped at a house about two miles inland, and offered to lead me to them, which duty he performed faithfully. We arrived at the house about 3 a. m., and surrounded it; captured seven (7) of the picket men with seven (7) horses and their arms, consisting of five rifled and one old flint-lock musket; a corporal and one man that was on guard escaped. I also captured a Mr. Sawyer, at one time first lieutenant of the company, but said he had resigned. Finding an old scow at the head of the canal, I concluded to wait for high water to float it out and bring off the horses, which I succeeded in doing. While waiting, the whole force of the county, with Captain Hunter's company of cavalry, about sixty men, came down on us and and attempted to drive us off. We had some sharp skirmishing with them for four (4) hours. Soon as the tide flowed enough to float the launch within range I threw shell and grape into the houses in which they were secreted, causing them to fall back to the woods out of range. At high water I succeeded in floating the scow out of the canal and embarked with the prisoners and horses, also seven contrabands, one of them the old negro who piloted me to the camp, and returned on board at 1 a. m. on the morning of the 21st instant. The prisoners I will forward to you by the first opportunity; as regards the horses, I await your orders. I regret to state that one of my men was slightly wounded in the foot by the accidental discharge of one of the captured muskets while passing it into the boats.

I am, sir, very respectfully, your obedient servant,

J. A. PENNELL,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

LOSS OF TWO PICKET LAUNCHES OFF CHARLESTON, AND TWO BOATS OF THE DAI CHING, BY CAPTURE.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, January 9, 1865.

SIR: I regret to inform the department of two mishaps, in a small way, that have occurred recently. One is the absence and probable capture of two of the picket launches off Charleston.

On the night of the 30th December they occupied their customary post in advance of the picket monitors and tugs. Towards morning the wind increased to a gale from the southward with considerable sea; before daylight the other boats pulled or were towed in, but the launches were missing, and were supposed to be last seen inside of Sumter. Nothing has been heard of them since, and there is hardly a doubt that they have been captured by the rebels.

The other event alluded to is just reported to me. Two boats left the Dai Ching on the 21st of December, (under order No. 97, copy enclosed;) three refugees acted as guides. According to their accounts in approaching a certain point where a rebel force was suspected two of them landed to reconnoitre, advising the officer of the boat not to go further until they had examined. They did so; descried a rebel force, and returned to give intelligence. Meanwhile the officer in the boat continued to go ahead, and was quickly under fire. The refugee who remained in the boat states that the boats were surrendered without resistance, and that when only two or three of our men had been wounded.

It is impossible, of course, to arrive at a correct decision without hearing from our own men, and this will not be practicable for some time. If the accounts of the refugee are correct, the conduct of the officer has been very censurable.

I herewith enclose copies of reports.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy.

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Report of Acting Master Charles C. Ricker.

UNITED STATES SHIP JOHN ADAMS,
Off Charleston, S. C., January 2, 1865.

SIR: In obedience to your orders I respectfully submit the following report:

On the morning of the 31st of December, 1864, the picket-boats were recalled at 4.30 a. m., earlier than usual, on account of the strong flood tide, and wind from south-southwest, which was steadily increasing. The tug Gladiolus was directed by the commanding officer of the advance picket monitor Nahant to go and assist the boats, which he did, and succeeded in getting past to six of them; two were missing, and not to be seen. I requested Acting Ensign Boughton, of the tug, to tow the boats to the monitor, and then we returned, and stood as far up the channel as was thought advisable by Captain Boughton and myself; saw the boats near Fort Sumter, too far

off to render them any assistance, and rapidly drifting up the harbor. We then returned to the monitor. The Gladiolus took the remaining boats in tow, and stood down to the fleet.

Great credit is due to Acting Ensign Boughton, commanding Gladiolus, for the skill and energy he displayed in saving the remaining boats, which, but for his assistance, would have inevitably been lost.

Enclosed is a list of officers, men, arms, and equipments of missing boat.

Very respectfully, your obedient servant,

CHARLES C. RICKER,

Acting Master U. S. Navy, in charge of Picket Boat.

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List of men belonging to the Wabash launch, Acting Master's Mate Albert Rich, U. S. steamer Mary Sanford, commanding.

George Lane, ordinary seaman, United States steamer Nipsic; John J. Edwardson, landsman, United States steamer Nipsic; James Rey, landsman, United States steamer Nipsic; Henry Mirr, landsman, United States steamer Nipsic; John Conlir, landsman, United States steamer Nipsic; Lewis Josephs, ordinary seaman, United States steamer Flambeau; Charles McKinnie, landsman, United States steamer Flambeau; Peter Kelley, seaman, United States steamer Flambeau; William S. Fisher, landsman, United States steamer Mary Sanford; William Glenn, landsman, United States steamer Mary Sanford; William L. Edmonston, landsman, United States steamer Mary Sanford; Jacob Staib, landsman, United States steamer Mary Sanford.

Arms and equipments: 1 light 12-pounder howitzer, equipment and ammunition, 13 Enfield rifles, shot, 14 bowie-knives, belts and frogs, 1 revolver, 1 anchor and cable, 1 boat's binnacle, 1 dark lantern,1 lead and line, 1 boat's breaker, tarpauline, 12 oars, 12 row-lockers, 3 hand-grenades.

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List of men belonging to the Pawnee's launch, Acting Master's Mate W. H. Fitzgerald, U. S. steamer Pontiac, commanding.

George Dart, cockswain, United States steamer Wamsutta; R. McGuire, quarter gunner, United States steamer Sonoma; John Burnham, seaman, United States steamer Pontiac; John Turner, ordinary seaman, United States steamer Pontiac; William Poole, landsman, United States steamer Pontiac; Morris Daly, landsman, United States steamer Sonoma; George Barnaby, landsman, United States steamer Sonoma; P. J. Edmunds, landsman, United States steamer Sonoma; William M. Knight, landsman, United States steamer Pontiac; John Vandergroff, landsman, United States steamer John Adams; John McGowan, landsman, United States steamer John Adams; J. Murphey, landsman, United States steamer Pontiac.

Arms and equipments: 1 light 12-pounder howitzer, equipments and ammunition, 14 Sharps' carbines, 9 bowie-knives, 14 cutlasses, 1 battle-axe, 1 anchor, 1 cable, 14 oars, 14 pins, 1 compass, 1 lantern, 1 lead and line, anchor buoy and lines, tarpaulines, rockets, 3 hand-grenades, 1 revolver, 1 night-glass.

OPERATIONS OF THE FLEET BRIGADE.

Report of Commander George H. Preble.

UNITED STATES SLOOP-OF-WAR ST. LOUIS,
North Edisto River, S. C., January 10, 1865.

SIR: In compliance with your order of the 2d instant, I submit the following report of the operations of the fleet brigade under my command, from November 26 until it was disbanded on the 29th December, at Port Royal.

Agreeably to your orders, I reported to you for special service at Port Royal on the evening of the 26th November, and the next morning at 7 a. m. received command of the forces assembling at Bay Point for an expedition; said forces consisting of battalion of naval artillery, under command of Lieutenant Commander E. O. Matthews, a battalion of sailor infantry, under command of Lieutenant James O'Kane, and a battalion of marines, under command of First Lieutenant G. G. Stoddard, United States marine corps; in all, thirty officers and four hundred and sixty-three men, with eight 12-pounder howitzers, (two rifled.)

The 27th (Sunday) I was occupied in organizing and exercising this force.

The 28th, in exercise under your inspection. In the evening the brigade was embarked on board the Pontiac, Sonoma, and Mingo, the artillery in launches in tow of the steamers.

At 4.30 a. m., the 29th, all the vessels of the expedition got under way and proceeded up the Broad river, under cover of a dense fog. At 8.30 a. m. the brigade landed at Boyd's landing, and was immediately pushed forward on the road, in advance of the military forces, about two miles.

The artillery was advanced up the road, with the battalion of marines and sailor infantry deployed to the right and left, and in advance, as skirmishers.

Before landing, Major General Foster not having arrived, I reported myself and command to Brigadier General J. P. Hatch, the military commander of the expedition, and was directed by him to halt at the crossroads, and wait the arrival of the army forces. Without a guide or map of the country, and not sure that we had halted at the right place, the road not continuing in front as was expected, accompanied by my adjutant, Lieutenant Commander Crossman, and fifteen men, I reconnoitred the right-hand fork for two or more miles, and saw several of the enemy's cavalry and infantry pickets watching our movements, our skirmishers exchanging shots with them.

On my return to the command, I advanced it about a mile and a half to another road, crossing which seemed better to answer the description of that I was directed to halt at. A regiment of colored troops came up and camped with us at this halting place. We had got our artillery in a defensive position, and were intrenching our new camp, when Brigadier General E. E. Potter rode up, leading the main army force. He decided that the roads were wrongly laid down on the maps, and that neither of our halting places could be the right one, but there must be another, the right crossing, somewhere on the left-hand fork. By his direction, therefore, our tired and hungry battalions, which had been dragging at the artillery, or skirmishing through the swamps and woods all day, were again marched to the left, and at 11 p. m. camped for the night at the first fork. General Potter continued on with his force, took the wrong road for six miles, and finally camped at the crossing near the church, afterwards used as an hospital for the wounded.

At 7 a. m., the 30th, the brigade was again in motion, and at 8 a. m. joined the army at the church, where Brigadier General Hatch had established his headquarters. I here again reported to him, and halted the brigade, by his order, on the left of the column.

While coming up the road I received an order to send back my two lightest howitzers to the forks we had left, and immediately despatched them under command of Acting Ensign Edgren. His arrival with those pieces was timely, for he was immediately attacked by the enemy's sharpshooters and skirmishers, whom a few discharges of canister caused to cry out "cover and retreat." During the afternoon he accompanied, with his guns, a regiment sent up the road to the right on a reconnoissance, which resulted in discovering a battery of the enemy in position to defend it.

At 8.15 a. m. the army moved on up the Grahamsville road, leading to the right of the church, and at 8.30 a. m. the enemy opened fire upon the head of our column from a movable piece of rifled artillery placed in the road. This was replied to by one 12-pounder Napoleon; a skirmish fire of musketry ensued, and the enemy was driven back, firing as he retreated. As the head of our column reached the turn of the roads at Honey Hill, it was opened on by a battery placed in position behind a strong earthwork. A sharp and stubbornly contested fight ensued, which lasted until sundown, when it was found impossible to drive the enemy from his position; our troops were withdrawn in good order. Our total loss in killed, wounded and missing amounted, as officially reported, to seven hundred and forty.

By direction of Brigadier General Hatch, my brigade brought up the rear of the column on the march, and was mostly in reserve at the commencement of the action. At Meridian, however, the marine battalion was ordered into the line of battle on the right, in the rear of the 25th Ohio volunteers, and was continued in line and under fire until called out, by order from the general, at 6 p. m. My acting adjutant, Lieutenant Commander Crosman, accompanied the battalion into line as a volunteer, and remained with it through the day. At 5.30 p. m. Lieutenant Commander E. O. Matthews was ordered to bring up two of his heavy howitzers to the front and relieve a section of New York artillery, whose guns were heated and ammunition nearly exhausted. At 3.40 he opened fire from these guns, and continued to keep up a slow fire, as ordered, until 6.30 p. m., when he fired the last guns at the enemy and covered our retiring column, until relieved by a section of horse artillery under Lieutenant Colonel Ames.

The battalion of sailor infantry, under Lieutenant O'Kane, much to his regret, was not called to the front. Two companies did good service, however, on the march, at the drag-ropes of the artillery, and the remainder of his command assisted, under orders, in turning back stragglers to the front.

Acting Assistant Surgeon W. J. Bowdle, senior medical officer of the brigade, with Assistant Surgeon E. M. Corson and Acting Assistant Surgeon H. L. Gibbs, rendered efficient service in the rear, and as our own casualties were light, they were able to aid their over-tasked brethren of the army. Our medical stores were also expended for the army, their own not being at hand. The casualties of the brigade were one killed and nine wounded.

There was no opportunity in this action for a display of individual acts of bravery, but all in the brigade, both men and officers, performed their duty. It was approvingly marked by the army officers that there were no stragglers from it. During the night following the battle our artillery took up, by order, a defensive position at the forks of the road, supported by the infantry of the brigade and the 34th and 35th regiments of colored troops, ordered to report to me for that purpose.

The next morning, December 1, the brigade was ordered into a position on the Grahamsville road, where it subsequently intrenched, and remained until the evening of the 5th, when it was withdrawn, by order of the general, to Boyd's landing, and embarked, under your instructions, for an expedition up the Tulifinney.

While in this intrenched camp the enemy remained quiet and no forward

movement was made. Lieutenant Hayward, in charge of one of the howitzers, accompanied a regiment on a reconnoissance up the road, and the rifled howitzers, on one or two occasions, tried their range at the church, which, on being abandoned by our army, was occupied by the enemy.

On the 5th of December, at 9 p. m., I received orders from General Hatch to withdraw the brigade from its intrenchments on Boyd's Neck and proceed to Boyd's landing, where it was embarked under your instructions, with the exception of two rifled howitzers, on board of steamers, and at daylight the following morning proceeded up the Tulifinney river, and was disembarked at Gregory's landing.

A portion of Lieutenant O'Kane's infantry battalion was put on shore at Greenwood, the upper landing, with the army forces under Brigadier General E. E. Potter landing at that point, and advanced with them. The remainder of the infantry, the marines and the artillery, was disembarked, under the direction of Fleet Captain Bradford, at the lower landing, where the ground proved marshy and the guns had to be dragged through the swamp with great labor, which was the occasion of some delay. I, however, hurried the forces on, and as we proceeded heard sharp firing in front. Inspirited by the sound, the men hurried up the pieces. On reaching an open field, the road we advanced on was raked by a piece of artillery, and we found the engagement still going on, though the enemy had been driven from the field by the advance force, with the loss of a battle-flag. They were still keeping up a rapid fire of musketry from the surrounding woods, and with shot and shell from a battery near the Cossnahatchie on the left. Our arrival was very opportune; the army had advanced without horses or artillery, and was already short of ammunition. Wheeling the howitzers into position in the field, we opened a fire into the woods on the left, which soon silenced the enemy's musketry. Planting another howitzer in the middle at the crossroad, it was discharged at a column of the enemy, which quickly disappeared. The Cossnahatchie battery replied from a 12-pounder smoothbore and a 10-pounder Brook's rifle. The sailor infantry, under Lieutenant O'Kane, behaved well; out of one hundred and ten engaged in action, he had fifteen wounded. The capture of the rebel battle-flag, belonging to the 5th Georgia infantry, was disputed between the 127th and 56th New York regiments and assigned to the latter, though there is scarcely a doubt the standard-bearer was shot by one or more of Lieutenant O'Kane's command

That night we camped on the battle-field ; during the night a skirmishing fire from the picket line drew the whole force out under arms. The next morning, the 7th, the enemy attacked our skirmish line from the woods in front and to the right of our line. Our howitzers firing to the right prevented his getting around on that flank, while they assisted the musketry in front to disperse them. In this attack the enemy fired a few shots from a battery on the right that had not before been heard from. In this affair we had two wounded

After the enemy had been repulsed, I received orders to shove the brigade back to Talbird's house and intrench, leaving two howitzers on the field, in charge of Lieutenant Hayward. During the night the men were kept at work intrenching their camp, and finished their task before daylight. The 8th was passed in inaction and in improving and strengthening the intrenchments. On the 9th a forward movement was ordered by the commanding general, in which the brigade participated. At daybreak the marine battalion was sent to the front intrenchments under command of Lieutenant Stoddard, to report to Colonel Stillman to form the extreme right of a line of skirmishers, and was accompanied by my acting adjutant, Lieutenant Commander Crosman, who volunteered for the service. At the same house the sailor infantry, under Lieutenant James O'Kane, was sent to report to

Brigadier General Potter to form on the extreme right of the line of battle. Guns Nos. 1, 2, 3, 6 and 8, under Lieutenant Commander Matthews, who had orders to report to Lieutenant Colonel Ames, were placed in the field from which the enemy had been driven on the 5th, in position to shell the works in front previous to the advance of our troops, and on their right flank after they had entered the woods. The two light howitzers were left in position at the intrenchment of the brigade for the protection of our left flank.

To myself was assigned, by Brigadier General Hatch, the command of the reserves, consisting of the 32d, 34th and 35th United States colored infantry. The forces being in position, at 9 a. m. the artillery, in all ten pieces, army and navy, opened a rapid fire in front to clear the woods, which was continued ten minutes. On its ceasing, the skirmish line, commanded by Colonel Silliman, and consisting of the 127th and 157th New York, and our marine battalion, in all about 400 strong, entered the woods in front, and was followed by the main line of battle, consisting of 144th and 56th New York, and 102d colored regiments, and the sailor infantry. This line was followed by and designed to protect the 25th Ohio, with axes, who had orders to cut a road one hundred feet wide through the woods, to open the railroad to the fire of our batteries on the right. As the troops advanced all our artillery commenced and continued to shell on the right and left flanks, and kept up the fire during the whole advance, the signal of recall being the cessation of the artillery fire. At 9.55 a. m. the skirmish firing commenced, and the musketry was continued until near sundown. At 11.30 a. m. the 34th colored regiment of the reserves was ordered to the front to report to General Potter. At 3 p. m., the Ohio 25th having done its work, the artillery fire ceased. At 4 p. m. the 144th New York, having expended all its ammunition, returned, and at 4.15 the 32d colored was ordered to the front, and the 144th New York reported to me and took its place in the intrenchment. The enemy throughout the day continued a fire of grape, shot and shell from a battery on the right. About sundown the firing on both sides ceased, and our forces were withdrawn in good order, the 25th Ohio having made the cutting which was the intent of the attack. Our loss in the fleet-brigade was one killed, eighteen wounded, and three missing. It is needless to add that officers and men behaved with gallantry and spirit. After the actions on Derang's neck of the 6th, 7th, and 9th of December no forward move was attempted, and the brigade remained in its intrenchments near Talbird's house until permanently withdrawn. Two of the howitzers, however, were posted in a battery at the front, and two at the 30-pounder Parrott battery on the extreme left of the lines for its support. On the 18th and 19th two rifled howitzers, which had been brought up in place of the two light howitzers sent to the rear, were placed in the swamp battery, and opened fire upon the railroad at a distance of 800 yards, doing it some damage; the enemy did not return the fire. On the morning of the 26th it was planned for Lieutenant O'Kane, with one hundred and twenty sailors and marines, to take the two-gun battery at Dawson's Point, assaulting it in flank; the morning proved very rainy, and on his making the attempt the intervening marsh was found to be impassable, and the enterprise was reluctantly abandoned. Early on the morning of the 28th the commander of the Geranium brought me orders for transporting the brigade to the New Hampshire. Consulting with General Potter, left in command in the absence of General Hatch, at his request I left two of the howitzers, with their crews, in command of Lieutenant Hayward, and embarked the remainder of the brigade at sundown on the Geranium and Daffadil, and proceeded to Port Royal, where I reported to Commander Reynolds, on board the New Hampshire, who, agree

ably to his instructions, directed the landing of the marine battalion at Bay Point, and the distribution of the sailors to the vessels they belonged to. On the 30th I returned to the command of this vessel.

The total casualties of the brigade during the month's campaign amounted to fifty-one.

Very respectfully, your obedient servant,

GEORGE HENRY PREBLE,
Commander United States Navy.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron

Casualties in the fleet brigade.

FLAG-STEAMER PHILADELPHIA,
Port Royal Harbor, January 1, 1865.

SIR: I enclose herewith a list of casualties occurring in the fleet brigade whilst engaged in recent operations. The list is not yet complete, and more recent information will be transmitted when received.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. Atlantic Blockade Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

FLEET BRIGADE.

List of killed, wounded, and missing, November 30, 1864, *in action at Boyd's Neck, South Carolina.*

Killed.—Philip Napp, first sergeant company B, marines, Mingoe.

Wounded.—James Walker, private company A, marines, Pawnee, in neck, mortally; Philip Clancy, 2d sergeant company B, marines, Pontiac, in ankle; Patrick Neilly, private company A, marines, Sonoma, in finger; William Wilson, private company B, marines, Mingoe, in finger; Michael Maloney, private company A, marines, Canandaigua, in head; John Young, corporal company B, marines, Canandaigua, in thigh; James O'Neill, ordinary seaman, gun No. 1, artillery, Camelia, in head.

Missing.—Robert Joyce, private company B, marines, Mingoe; G. C. Drake, private company C, infantry, Saratoga.

Sick.—Patrick Kiernan, St. Louis; G. C. Lincoln, Bay Point; Thomas Kiernan, Bay Point; H. Chew, Geranium, failed to go.

In action at Tulifinney Cross Roads, December 6, 1864.

Wounded.—Edward Birch, ordinary seaman, company B, infantry, Sonoma, in left ankle; Patrick Gleason, landsman, company B, infantry, Sonoma, in right foot; Patrick Hayes, landsman, company C, infantry, Saratoga, left wrist; John Northrop, landsman, company A, infantry, Memphis, left arm; Michael Lynch, landsman, company K, infantry, Sonoma, left arm; Thomas Mallen, private company B, marines, Saratoga, left breast, on duty; George Groth, ordinary seaman company B, infantry, St. Louis, right shoulder; Thomas McDonald, ordinary seaman, company C, infantry, Saratoga, left breast; Charles Hanan, landsman, company C, infantry, Saratoga, left side; Mortimer Tower, landsman, company C, infantry, Saratoga, left shoulder;

Charles Wilson, ordinary seaman, company D, infantry, Geranium, right foot; Robert Wilson, company B, infantry, St. Louis, right arm; Horace Thompson, seaman, company D, infantry, New Hampshire, left arm.

Wounded, December 7.—Edgar Kemerer, 4th sergeant company C, marines, Pontiac, left side.

Missing.—Charles Brandt, private company C, marines, Sonoma.

In action at Tulifinney Cross Roads, December 9, 1864.

Killed.—Warren Boynton, private company C, infantry, Saratoga.

Wounded.—Christopher Lutz, sergeant, acting 1st lieutenant, company B, marines, New Hampshire, mortally—left on the field; Robert Kellon, private company B, marines, New Hampshire, left lung; Thomas Quinn, private company B, marines, New Hampshire, thigh; P. W. Flood, private, marines, Donegal, left thumb; James Gorman, private company A, marines; James Adger, abdomen; William Gordon, private company B, marines, Pontiac, left fore finger, (accidental;) R. C. Bates, 2d sergeant company A, marines, St. Louis, arm; William McMurray, corporal company C, marines, Flag, left hand; James Flynn, private company B, infantry, Sonoma, left shoulder; William Pool, landsman, company A, infantry, Memphis, right breast, mortally; Peter Wilson, private company C, infantry, Saratoga, left arm; Henry Smith, seaman, company C, infantry, Saratoga, head, slightly; William Edmonds, private company C, infantry, Saratoga, left fore arm; John Anderson, private company C, infantry, Saratoga, contusion, (spent ball;) Joseph Wallace, ordinary seaman company C, infantry, Saratoga, left hand; George Gallagher, private company D, infantry, Camelia, scalp; James Carner, private company D, infantry, Saratoga, head, slight; Barnard Quinn, landsman, 1st sergeant company A, infantry, Memphis, contusion right foot; Dinby Smith, private company C, infantry, Saratoga, head, slight.

Reported missing December 10, *supposed to be drowned.*

Missing.—John Keating, private, Cimarron; Bernard Dyer, private company C, marines, St. Louis; Manual De Jesus, private company C, marines, St. Louis.

DESTRUCTION OF THE MONITOR PATAPSCO BY A REBEL TORPEDO.

Report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,
Charleston Roads, January 16, 1865.

SIR: I regret to inform the department of the destruction of the United States monitor Patapsco, by a torpedo, last night about 8 o'clock, near the entrance to the lower harbor of Charleston.

At the time of the occurrence this vessel was the picket monitor of the night, and was under way, engaged in covering the scout and picket boats that were searching the channel for obstructions and torpedoes.

A court of inquiry has been ordered to ascertain all the circumstances connected with this disaster, and the result will be laid before the department when arrived at.

Meanwhile, for the present satisfaction of the department, I will narrate some of the events that immediately preceded, or were connected with the loss of the Patapsco, and such of the incidents attending it as have come to my knowledge or were under my observation.

I parted from General Sherman at Savannah on the afternoon of Friday, the 13th, with an understanding as to the movements he was to make, and a request that General Foster and myself should make as much impression on Charleston as our force permitted ; but the general did not desire that they should go so far as to commit my vessels to a decisive attack on the batteries.

As the period when this was likely to occur left me very little time for preparation, I hastened to Charleston, stopping at Port Royal only the afternoon of Saturday, for the purpose of leaving directions for the steamers that might assist in the movements of General Sherman while near the waters in the vicinity.

It was about 8 o'clock on the morning of the 15th when I reached Charleston, and immediately called on board Captain Scott, the senior officer, and the commanders of the monitors, in order to apprise them of what was likely to occur, and of the necessity for hastening such preparations as might be necessary, or the time allowed.

The morning passed in conversing on the subject, and a free expression of opinion was entered into and given by Captain Scott and all the captains of the monitors, Lieutenant Commanders Quackenbush, Semmes, Lewis, Barrett, Stone, Mayo, and Fillebrown. Fleet-Captain Bradford was also present.

I drew to their attention the different modes of operating with the iron-clads, from a mere demonstration upon Sullivan's island to the decisive measure of forcing their way to the city.

This, however, was left to be decided by the arrival of the iron-clads from the North Atlantic squadron, which might be expected, and by the strength of the co-operating force under General Foster, and by the circumstances that might arise in the course of events.

I desired, as a preliminary measure, that the channel at the entrance of the harbor should be thoroughly examined, and, to make this more sure, required the commanders of the advanced monitors to give their personal attention to the duty, which hitherto had been intrusted to the scout boats.

There were representations from various quarters that obstructions had been laid across the channel from Sumter, and it was important to know if this were true ; and if so, their nature and extent, with directions for their removal by explosion.

Captain Scott was directed to furnish all the facilities in his power for the service—steam-tugs, boats, men, grapnels, hawsers, &c., and other orders were given so as to prepare as well as possible all the means at disposal for the co-operation with General Sherman.

After a long and full interview with the naval commanders, as above mentioned, I went ashore—accompanied by Flag-Lieutenant Commander Matthews, and with General Schimmelfennig visited the works at the extreme of Morris island, in order to possess myself of a full view of the channel and rebel works from that direction, and to note any important changes.

All was quiet and undisturbed. Within near range was Sumter, a little further the heavy batteries of Johnson and Sullivan's island, and in the distance the dwellings and spires of the city, but not a vessel or living thing was to be seen on the waters of the harbor, nor about the batteries. Outside lay the Union fleet quietly at anchor.

Returning late, the evening passed away in business of the squadron, and then, much fatigued with continued exertion night and day for several days, I fell asleep ; from which I was aroused about 11 o'clock by the entrance of Lieutenant Commander Quackenbush and his first lieutenant, who announced the loss of the Patapsco.

The advanced duty of the night had devolved on the Patapsco and Lehigh.

The latter was at anchor in the advance at the reserve station. The Patapsco got under way and proceeded up the harbor about dark, for duty as picket monitor of the night, and passed on to the usual station some 500 yards further than the Lehigh. Here she rounded to, head down stream, and to the flood tide.

From this point Lieutenant Commander Quackenbush suffered the Patapsco to drift with the tide, as the best mode of controlling the vessel and covering the operations of the boats.

Three scout boats with grapnel drags were now slowly pushed on, while two tugs steamed about the bows of the Patapsco, and six or seven picket boats were pulling on her quarters or beam.

In due time the Patapsco found herself so far up as to be nearly on a line drawn from Sumter to Moultrie, when she steamed down to the vicinity of a buoy known as the Lehigh, because it marked a projecting shoal where the Lehigh had grounded about a year ago.

Here the engines were stopped, and the Patapsco again drifted up. When near the former position she steamed back, approached the Lehigh buoy, stopped her engine, and again drifted up. When near Sumter Lieutenant Commander Quackenbush steamed down once more, and for the last time. While approaching the Lehigh buoy there was a shock—a sound of explosion—a cloud of smoke on the port side, and in less than half a minute the Patapsco's deck was under the surface.

Lieutenant Commander Quackenbush and his first lieutenant were standing on the top of the turret looking to the course of the vessel, for she had grounded once already on the shoal near the Lehigh buoy, when standing down the first time. They saw and heard only what is stated above.

The captain gave the order to start the pumps and lower the boats, but scarcely a whole minute was allowed for the least effort.

Five officers and thirty-eight men were saved; sixty-two officers and men are missing. The survivors were those who happened to be on deck, and two men from the windlass-room; three from the berth-deck; one from the turret-chamber; and nearly all those who were in the fire-room. Their names are annexed.

From such accounts as I can gather in so short a time as has elapsed, it would seem that the explosion occurred on the port side under the ward-room, blowing it up, so as to drive up the table and three officers who were sitting about it. The spar-deck was not blown through, but the lookout on the port side, and some ten feet from the edge of the deck, was thrown up suddenly, and fell back with such force as to be nearly senseless. His rifle exploded, and he was aware that the ball passed near him.

A man in the windlass-room saw a flash and heard a sound like that of a shell near him. The lamp was extinguished; he heard the water coming in, and escaped up the hatch on deck.

It appears, also, that there was no disrupture of the vessel at the berth-deck, nor further aft; that no water came in there, save at the hatches, as the Patapsco settled in the sea; and that her bow went down first, throwing the stern high up for an instant, so that a man standing there had to grasp at something to keep upright.

It is believed that the berth-deck ladder was dislodged by the shock, and in the panic could not be replaced; hence no men there were saved, except those who rushed aft into the fire-room.

The Lehigh had got under way when the Patapsco passed, and followed her movements in drifting and steaming, but did not go so far up, and retained her position assigned as a support.

She anchored near the Lehigh buoy about a quarter of eight o'clock, and some twenty or twenty-five minutes later heard an unusual but not very

loud report; saw a cloud of smoke; lost sight of the Patapsco, which previously had been dimly visible through the obscurity of the night. Then heard men's voices, as if from the water, and fearing something wrong, sent her boats to the Patapsco, and weighed anchor. The disaster soon became known.

The top of the Patapsco's smoke-pipe is seen above the water, but as yet there has not been leisure to determine the precise position relatively to other objects. It is stated at six hundred to eight hundred yards from Sumter, and below it.

The Patapsco had her torpedo tenders and netting stretched as usual around her. Three boats with drags had preceded her, searching to some depth the water they had passed over, while steam-tugs and several boats were in different positions on the bow, beam, and quarter.

No one who has not witnessed it can appreciate the harassing nature of the never-ceasing vigilance with which the monitor duty is sustained in this harbor, no matter what the weather may be, amid the heat of summer and the cold of winter, or the heavy gales and bad weather which so often visit this anchorage.

Most minute instructions have been given, and repeated, in regard to rebel torpedoes, and nothing more can be done to bar the chance of accident save permanent torpedo catchers, substantially made and attached to the bows, so as to be entirely submerged, and thus not to be exposed to shot in action. This cannot be done here, and it may be that the fruitful invention of Mr. Ericsson may supply the desideratum.

Objects on the water, supposed to represent the obstructions, are reported to me to-day, as extending across from Sumpter.

Four torpedo boats are said by deserters to be ready for service, and upon them, in the confusion of action, as well as the torpedoes in the water and at the bows of the iron-clads, the rebels are said to rely chiefly.

It may be their intention, if Charleston must fall, to try the chances of battle, as rather more respectable than blowing them up.

Of the six which I have here, one or two are always under some repair, and the Sangamon, now at Port Royal, cannot be ready before the 31st.

Nothing further has reached me of the actual movements of General Sherman, but he will not remain in present position much longer.

I would draw to the attention of the department the fact that there is no need now of vessels to maintain the blockade at Ossabaw, Wassaw, and Savannah river; yet that our positions at Wassaw and Savannah will have to be maintained, and the blockade at Ossabaw resumed as soon as our forces move, for our line rests at the left on Thunderbolt, and when the army moves, leaving a garrison to hold Savannah, the rebels may be expected to show themselves on the front.

More effective vessels must, therefore, be maintained at those places than heretofore.

I write hastily, so as to use the opportunity offered by the departure of a steamer of Admiral Porter's fleet

Will the department please to order a few more tugs for service in this squadron, as well as a few more launches? They are much needed.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy,*

P. S.—I am now able to transmit the report of the commander and first lieutenant of the Patapsco, and to say that the boats succeeded last night in cutting away a part of the obstructions laid from Sumter that was nearest the water.

It consists of a stout hawser, buoyed to the surface by floats, and anchored at *one* end; between each float hangs down about five fathoms of 7-inch rope, doubled by twisting, and the ends spliced around the hawser on the surface. There is a number of these, each independent of the other. It is said that chain is attached below, but as yet this is not ascertained to be a fact.

The position of the Patapsco was approximated to-day to be about 800 yards from Sumter, and 1,200 yards from Moultrie, exactly on a line due north—tangent to extreme curve of low-water mark on Morris island.

The court of inquiry meets to-morrow.

Report of Lieutenant Commander S. P. Quackenbush.

FLAG-SHIP HARVEST MOON,
Charleston Roads, S. C., January 16, 1865.

SIR: I have the honor to submit to you a report of the circumstances connected with the loss of the iron-clad Patapsco, under my command, at 8.10 p. m., the 15th instant, by a torpedo.

On the evening of the 15th instant we cast off from our buoy at the lower anchorage and proceeded up to our usual station as advance monitor; we rounded to, and I immediately called alongside the officers in charge of picket and scout boats. I directed them to select as many boats as had grapnels and to push them up the harbor, using every effort to discover torpedoes or obstructions; the remaining boats to take position on our beams and quarters, keeping within one or two hundred yards of the vessel.

The commanding officers of the tug-boats were ordered to keep about the same distance ahead and on each bow. The object in assigning these positions was to avoid observation by the enemy and drawing their fire. I then allowed the Patapsco to drift up with the tide until nearly in a line from Sumter to Moultrie, the boats and tugs keeping in their respective positions. From this point, which was the highest point attained, we steamed down to within a few yards of the Lehigh buoy; then stopped and allowed the vessel to drift up, keeping in sight of the before-mentioned buoy. On proceeding down the third time, and when within between two or three hundred yards of the buoy, we struck and exploded a large torpedo or torpedoes, about 30 feet from the bow, and a little on the port side.

The instant I discovered that we had been struck, I gave the order to start the pumps. In an instant more I discovered that the whole forward part of the vessel submerged; and there being no possible chance to save the vessel, I then gave the order to man the boats; but before even an effort could be made to do so, the vessel had sunk to the top of the turret.

The boat which hung at the port davits abaft the turret was afloat before Acting Ensign A. P. Bashford and the quartermaster of the watch, who were with me on the port side of the turret, could get into the boat to clear the falls.

It was by great exertion that Mr. Bashford and the quartermaster succeeded in clearing the boat from the head of the davits. When I left the turret to get into the boat I could discover nobody on board, and the water was at the time ankle-deep on the turret; my first thought after this providential escape was the safety of such of the survivors as we could pick up. I had the good fortune of saving eleven of the crew.

Owing to the disposition of the boats and tugs, which I had previously made to provide against accidents, all those persons who had escaped up from below and those who were on deck were rescued, to the number of forty-three, (43,) five officers and thirty-eight men. I would respectfully state that at no time did I apprehend any danger whatever from torpedoes, as it was generally supposed they were sunk above the line from Moultrie to Sumter, and therefore did not conceive that the safety of the vessel or the lives of those on board were being jeopardized.

In conclusion, I would state that the cool intrepidity displayed by Lieutenant Sampson, my executive officer, and Acting Ensign Bashford, the ony two officers belonging to the ship who came under my notice, deserves the highest praise. I have since been informed that Third Assistant Engineer D. C. Davis remained nobly at his post when the ship went down.

Accompanying this report I send you the statement of Lieutenant W. T. Sampson, executive officer.

I am, very respectfully, your obedient servant,

S. P. QUACKENBUSH,
Lieutenant Commander, U. S. N.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

—

Report of Lieutenant William T. Sampson.

UNITED STATES IRON-CLAD CATSKILL,
Charleston Roads, S. C., January 16, 1865.

SIR: Upon me, as one of the fortunate, devolves the sad duty of reporting to you the destruction, by a large torpedo, of the monitor Patapsco while on picket duty.

In obedience to your orders, the Patapsco, on the night of the 15th instant, was rounded to at the usual station of the advance monitor, but not anchored. Two or three picket boats, with what grapnels could be obtained from the Patapsco and Lehigh, were sent up the channel to drag for torpedoes, and, if possible, learn the nature and position of any obstructions placed in the channel by the rebels. To protect the boats while thus engaged, the Patapsco was allowed to drift up the channel, taking the precaution to keep her head to the strong flood-tide, that she might be under better command in case our movements drew the rebel fire.

To avoid unnecessary risk of life, the picket and scout boats not engaged in dragging were ordered by you to pull off on either beam and quarter, but remain in sight of the vessel. The two tug-boats, for the same reason, were ordered to keep down channel of us, but near at hand.

The Patapsco drifted up the west side of the channel, going ahead slowly at times, to keep her head to tide and in the channel. When we had reached a point between Sumter and Moultrie, and about five hundred yards from the former, we steamed down channel under one bell until we had passed the Lehigh buoy placed on the extreme end of the point making out from Morris island. While steaming down the vessel struck upon the point, but owing to the strong tide was soon afloat; the monitor Lehigh was there in plain sight, and some three or four hundred yards from us.

The Patapsco was again permitted to drift up channel, keeping her in five or five and a half fathoms of water. This time we reached a point in the line joining the rebel signal station on the southwest point of Sullivan's island and Fort Sumter. In the mean time the picket boats were astern of us

dragging, being engaged in piloting the vessel. I did not notice whether they were in sight or not.

Intending to make our advances up the harbor gradual, and give the boats time to learn the locality of any torpedoes or obstructions, we again steamed down, going fast part of the time, until we had passed the Lehigh buoy. We again drifted up to the place from which we started down the second time. We again steamed down channel, and were going four bells, when the vessel struck the torpedo, and sunk in about fifteen seconds. The last cast of the lead, given a moment before she struck, was five fathoms. We were then about three hundred yards to the north of the Lehigh buoy.

The torpedo struck the vessel on the port side, just abreast the betts, and appeared to raise the deck, through which the smoke issued. My first impression, on hearing the report, was that a shot had struck the overhang just below the water; but the column of smoke and water which immediately shot upward convinced me of the real nature of the explosion.

The order to start the pumps was immediately given by you down through the turret. So impracticable did the execution of the order appear the next instant, that I did not repeat it. You immediately afterwards gave the order to man the boats. Although these orders were given in rapid succession, only the officer of the deck, who stepped from the turret into the boat, and one man, had time to obey the last order before the boat was afloat at the davits.

Owing to the wise precaution of having the picket boats near at hand, all those who were on deck at the time were saved. None escaped from below except the engineer and firemen on watch, and one man, who passed from the berth-deck through into the fire-room and up the hatch. From my position on top of the turret I was able to form a correct opinion of the movements and positions of the vessel the whole time.

The foregoing report, I think, contains all the main points which came under my immediate notice. I would further add that at no time, to my knowledge, were we within sight of any obstructions.

From my position on the ridge rope round the turret, while conning the vessel, I was not able to avail myself of your order to man the boats. I was soon picked up by one of the picket launches, and immediately ordered the officer in command to pull up the harbor, in the hope of picking up others.

Very respectfully,

WILLIAM T. SAMPSON, *Lieutenant.*

Lieut. Commander S. P. QUACKENBUSH.

List of officers of the United States steamer Patapsco.

JANUARY 1, 1865.

Lieutenant Commander S. P. Quackenbush; Lieutenant William T. Sampson; Acting Master John White; Acting Ensign Joseph S. Johnson; Acting Ensign Andrew P. Bashford; Acting Ensign James C. Brown; Assistant Surgeon Samuel H. Peltz; Acting Assistant Paymaster William S. Creevey; First Assistant Engineer Reynolds Driver; Acting Second Assistant Engineer George L. Palmer; Third Assistant Engineer Dewitt C. Davis; Third Assistant Engineer George F. Sweet; Third Assistant Engineer John J. Ryan; Third Class Pilot Gabriel Pinckney.

NOTE.—Lieutenant Commander John Madigan detached, and ordered north, December 27; Lieutenant Commander S. P. Quackenbush reported on board December 27; Acting Master John White reported on board December 27; Third Class Pilot Gabriel Pinckney and Third Assistant Engineer George F. Sweet detached, and ordered to other duty prior to the loss of the Patapsco.

List of officers and men saved from the iron-clad Patapsco.

Names.	Rate.	Where shipped.	When shipped.	Term of enlistment.
Isaac Barnes	B. mate in charge.	Port Royal	November, 1864	3 years.
William Nolan	Boatswain's mate	New York	December, 1861	Do.
Michael McCaffrey	Gunner's mate	do	June, 1862	Do.
Peter Nolan	Quartermaster	Boston	July, 1863	Do.
Joseph Rodgers	Captain forecastle	New York	August, 1864	Do.
James Miller	Quarter gunner	do	July, 1862	Do.
Richard Cunningham	Cockswain	Philadelphia	November, 1864	Do.
Andrew Lawson	Seaman	New York	August, 1864	Do.
Edward Eden	do	Boston	July, 1864	Do.
George Wing	do	New Bedford, St. Helena sound.	July, 1864 December, 1863	1 year. 2 years.
Andrew Fenton	Ordinary seaman	Philadelphia	Septemb'r, 1862	3 years.
Hugh McGowan	do	New York	June, 1864	Do.
James Murphy	do	do	October, 1863	Do.
Edward Blake	do	Transf'd from army	April, 1864	Expires September, 1865.
Henry Neigle	Landsman	New York	June, 1863	3 years.
George A. Becker	do	do	May, 1864	1 year.
Michael Sargent	do	do	June, 1864	3 years.
Robert K. Brown	do	Boston	August, 1864	1 year.
Peter Ross	do	New York	July, 1864	3 years.
Joseph Johnson	do	do	December, 1864	Do.
Edward Gauley	do	do	August, 1862	Do.
Michael Dauland	do	do	December, 1864	Do.
James Thomas	do	Rock Island, Illinois, prisoner	May, 1864	Do.
George Caldwell	do	Boston	July, 1862	Do.
James Mulhearn	1st class boy	New York	April, 1863	2 years.
Edward Bogan	do	do	May, 1863	Do.
James Burke	do	do	August, 1864	3 years.
John Sykes	1st class fireman	Philadelphia	August, 1862	Do.
Edward Golden	2d do	Boston	June, 1862	Do.
Thomas Bache	do	Philadelphia	September, 1864	1 year.
James O. Gorman	do	Boston	July, 1864	3 years.
John McCarty	do	do	do	1 year.
James O. Bryan	do	Philadelphia	August, 1864	Do.
James Brady	do	New York	April, 1864	Do.
John Larkin	Coal-heaver	Philadelphia	August, 1864	Do.
Wayne West	do	do	do	Do.
Thomas Shea	do	New York	February, 1864	Do.
Thomas Pym	do	do	do	Do.

In addition to the above, the captain, S. P. Quackenbush, executive officer, Lieutenant William T. Sampson, chief engineer, Reynolds Driver, and Acting Ensign A. P. Bashford, were saved; also, Third Assistant Engineer J. J. Ryan.

EXPEDITION UP THE NASSAU RIVER TO NASSAU COUNTY, FLORIDA.—CAPTURE OF RECORDS.

Report of Acting Master S. N. Freeman.

UNITED STATES BRIG PERRY,
Fernandina, Florida, January 19, 1865.

SIR: I have the honor to report having organized, on the 11th instant, an expedition for the purpose of capturing the county clerk of Nassau county, together with the records, &c., of said county. The tax commissioners of the State of Florida, finding it difficult to proceed with their work without the assistance of the record, &c., applied to me for aid in obtaining them. Knowing the documents to be of much value to the government, I made inquiries of the refugees and deserters from that section, and ascertained that one Higginbotham, living near Calahan, held the position of county clerk, and had all the records, &c., in his possession.

Having completed my arrangements, I started an expedition under the

command of Acting Ensign Fred. Elliott. Mr. Elliott succeeded in capturing Mr. Higginbotham, who without hesitation delivered into his hands all the books, deeds, and records in his possession. The documents were hidden in a swamp, about one mile from his house, in a place which would have escaped detection without the aid of Mr. Higginbotham, who I must say acted in a most honorable manner, guiding the party through the woods to the boat by a much shorter route. He said he had always been a decided Union man, which statement was authenticated by Judge Alsop, who knew him well. He expressed his willingness to take the oath of allegiance, but said it would cause him to be "burnt out of house and home," and as we could afford no protection either to himself or family (thirteen in number,) I thought it best not to administer it.

After extracting such information from Mr. Higginbotham as desirable, he was allowed to return to his house. The documents captured are invaluable to the government and commissioners in prosecuting their work. I enclose a letter from the judges, as also a report from Mr. Elliott, whom I recommend to your favorable notice as an energetic, trustworthy and reliable officer.

Trusting I have done that which will meet your approbation, I have the honor to be, admiral, very respectfully, your obedient servant,

S. N. FREEMAN,
Acting Master, Commanding U. S. Brig Perry.

Rear-Admiral JOHN A. DAHLGREN,
Comd'g South Atlantic Blockading Squadron.

Report of Acting Ensign Frederick Elliott.

UNITED STATES BRIG PERRY,
Fernandina, Florida, January 18, 1865.

SIR: I have the honor to report in obedience to orders received from you. I took command of sixteen men, one howitzer, arms and ammunition, and placed them on board prize schooner Shell, lying in Nassau sound.

On the 10th instant, after having completed my arrangements, I started up Nassau river at 6.30 p. m., and at 8 o'clock anchored off Seymonis Point.

At 3 o'clock a. m., got under way and proceeded up the river. Arrived off Holmes's Mills on the 12th instant in the evening, and carefully reconnoitred the shore, but saw no signs of the enemy. The buildings at this place are all in good condition, but no furniture or mill fixtures remain.

On the 13th anchored off Gassway creek, which is situated about forty or fifty miles from Nassau sound.

Reconnoitred the shore carefully, and landed at 10 o'clock a. m., leaving Acting Master's Mate T. H. McDonald in charge of the schooner. I was accompanied by Messrs. Grisham and Lewis, who acted as pilots, and four men, and immediately started for the interior. At 12.30 p. m. reached the house of Mr. Sheffield, having crossed the railroad track, and at 3 o'clock p. m. we started on our route, which was directly down the Florida railroad; crossed bridge over Boggy river at 4.30, and stopped for night to close in.

At 6.30 again commenced our journey, and at 8 o'clock reached the town of Calahan, situated on the track. Reached our destination, Mr. Higginbotham's, county clerk of Nassau county, at 9.30, and made him a prisoner, with his official books and papers, and started on our return. Passed through Calahan at 11.30 p. m., the bridge at 2 o'clock, and at 4 o'clock of the 14th instant arrived at Mr. Sheffield's house, having travelled a distance of fifty

miles in thirteen hours. On the whole journey I was gratified to find that every one of the party strove earnestly to do their duty, and although much fatigued and worn out, exerted themselves to make the expedition successful. I would recommend particularly the four men who accompanied me to your favorable notice. At 10 o'clock a. m. of the 14th instant we returned on board the schooner, and I immediately despatched Mr. McDonald with the prisoner and documents to Fernandina. On our return down the river I landed at several places, but saw no sign of the enemy. In accordance with your instructions, I shelled the high bluffs on the way and expended thirty-six rounds. I arrived at Talbot island at 11 o'clock p. m., on the 16th instant, and anchored until January 17, when, in obedience to your orders, I started with the schooner for Fernandina, where we arrived at 4 o'clock a. m. of the 18th instant.

I am well satisfied no force of the enemy exists nearer than Baldwin, except occasional scouting parties in search of deserters. I am much indebted to Messrs. Grisham and Lewis for their kind assistance and unflinching endurance throughout.

Respectfully, your obedient servant,

FRED. ELLIOTT, *Acting Ensign, U. S. N.*

Acting Master S. N. FREEMAN,
Commanding United States Brig Perry.

CAPTURE OF A LAUNCH BY THE REBELS IN CHARLESTON HARBOR.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, January 29, 1865.

SIR: I enclose a report just received from Acting Master's Mate A. F. Rich, which verifies the previous conjecture of the capture of the launch commanded by him; it is necessarily restricted in its terms, but I infer from the phrase that "a portion of its equipments were captured," that he had the judgment to throw overboard the howitzers and other articles, which it was important should not fall into the hands of the rebels. How far Acting Master's Mate Rich may have acquitted himself properly I cannot say, but he has done good service before in scouting duty, and there is no reason, therefore, to believe that he has fallen short in this instance.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Report of Mate A. F. Rich.

CHARLESTON, *January* 11, 1865.

SIR: I have the painful duty to inform you that myself, crew, boat, and a portion of its equipments, were captured upon the morning of the 31st of December in the harbor of Charleston, S. C.

I made every attempt that lay in my power to work the boat off shore, but all of my efforts proved unsuccessful. My crew were sent to Florence on the 4th of January. Although a prisoner, I am happy to inform you that I have been very kindly treated, and received every attention from the hands

of my captors that a prisoner could possibly expect. I hope that I soon may have an opportunity of giving you a more definite statement of the affair.

I remain, very respectfully, your obedient servant,

A. F. RICH, *A. M. Mate, U. S. Navy.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, U. S. N.

DEFENCES AND WORKS OF SAVANNAH, GEORGIA.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, S. C., January 31, 1865.

SIR: I am now able to convey to the department a more complete account of the works that defended Savannah than was before in my power.

The sketch annexed shows the city to be approachable from seaward directly by the Savannah river and Wilmington river and indirectly by roads from the Vernon and Ogeechee rivers.

The heavy barriers that were laid across the Savannah river, at the head of Elba island, have been found sufficiently difficult of removal, even when our possession enabled steam-tugs and divers to work without interruption.

There was a double line of cribs extending entirely across; each of these was made of heavy timbers, eighteen to twenty inches, stoutly framed together, with platforms at each tier, on which were placed piles of brick. Their tops were about level with high water, and in the different parts of the south branch must have had a height of thirty to thirty-five feet from the bottom.

The party from the navy, consisting of a corps of divers and a steam-tug, were occupied two or three weeks in removing two or three of these, which opened a passage of not more than one hundred to one hundred and twenty-five feet.

In the north branch the divers who contracted effected a similar opening in less time, as the water was little more than half the depth of the south branch.

1. The first battery from above that commanded these obstructions was Fort Lee, a strong earthwork, at fifteen hundred yards. It has ten guns, of which two were 10-inch and three were 8-inch columbiads.

2. Fort Jackson, at two thousand yards, has five guns, of which two are 8-inch columbiads.

3. Battery Lawton, at two thousand yards, five cannon, of which two were 10-inch columbiads; one was an 8-inch columbiad.

4. Water battery, at two thousand yards, six guns, of which two were 10-inch columbiads and one an 8-inch columbiad.

About fifteen hundred yards above these obstructions was another row of similar crib-work, extending from Fort Lee to Battery Lawton, on an island directly across the channel, being under the fire of these works, at ranges varying from two hundred to six hundred yards.

Piles were also driven and obstructions sunken at different parts of the channel where it presented any intricacy. So long, therefore, as the rebels held these batteries they covered these obstructions by the fire of twenty-six cannon, of which thirteen were columbiads. As the Savannah river is lined with marshes to the line of obstructions, no troops could operate on

either side, and the vessels that approached could have no co-operation while they were also under the fire of the battery of fourteen guns on Whitmarsh island, at a range of —— yards.

Savannah could, however, be approached by landing troops in St. Augustine creek, whence roads led directly to the city, the distance not exceeding three miles, which was also easy rifle-range, and permitted the destruction of the city. The navigation from the sea is better by this route than by Savannah river. To guard against this danger there were several batteries :

1. Turner's Rocks, six guns, four of them 10-inch columbiads and one 8-inch columbiad.

2. Thunderbolt, twelve guns, of which one was a 10-inch columbiad and four were 8-inch columbiads.

3. Bartow, with its outpost, Causten's Bluff, sixteen guns, of which one was a 10-inch columbiad and three were 8-inch columbiads.

Obstructions of various kinds were sunk in different parts of the narrow channel. The heavy cannon on this line were six 10-inch columbiads and eight 8-inch columbiads, looking upon a deep but narrow and crooked channel.

Just in the midst of this net-work of defences lies Whitmarsh island. Our landing and intrenching here was prevented—

1. By the battery of Turner's Rocks.

2. By a battery on its east side, of fourteen guns, which, with obstructions, closed the passage by the Little Tybee.

3. By an intrenchment extending diagonally across the island, with small field-works at intervals.

4. By the guns of Thunderbolt enfilading these intrenchments.

5. By the guns of Bartow.

The whole of this powerful assemblage of works was open, however, to being taken in reverse, and turned or passed by troops landing on the Vernon and Ogeechee. To prevent this the Vernon was closed by obstructions, and commanded by Fort Beaulieu, with nine cannon, of which two were 10-inch columbiads and one was an 8-inch columbiad.

Big Ogeechee was closed by obstructions and Fort McAllister, having 24 guns, of which three were 10-inch columbiads and one was an 8-inch columbiad.

Little Ogeechee was defended by Rose Dew, with six guns, of which three were 10-inch columbiads.

All of these streams were so narrow at the location of these works that a steamer would turn with difficulty, if at all.

Batteries were also placed on the roads leading to the city from these places.

The whole number of cannon in the works enumerated above, on the watercourses, was 113, of which 20 were 10-inch columbiads and 19 were 8-inch columbiads.

Besides these there were 116 cannon of less calibre in the land works immediately around the city and on the roads leading to it, making a total of 229 cannon defending Savannah by land and water.

I think it clear from this that the city was not reducible in any of these directions, save by the united exertions of a competent land and sea force.

If General Gillmore had 40,000 men, which I heard after he left that he had had, I think the place might have been captured.

But the shortest and best way was to take it, as did General Sherman, by entering from the direction of the interior, where no attack was expected and no works had been previously prepared.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,

Rear-Admiral, Com'dg S. A. B. Squadron.

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Rear-Admiral, Com'dg S. A. B. Squadron.

MAP

Showing the Defences of

SAVANNAH,

On the approaches of

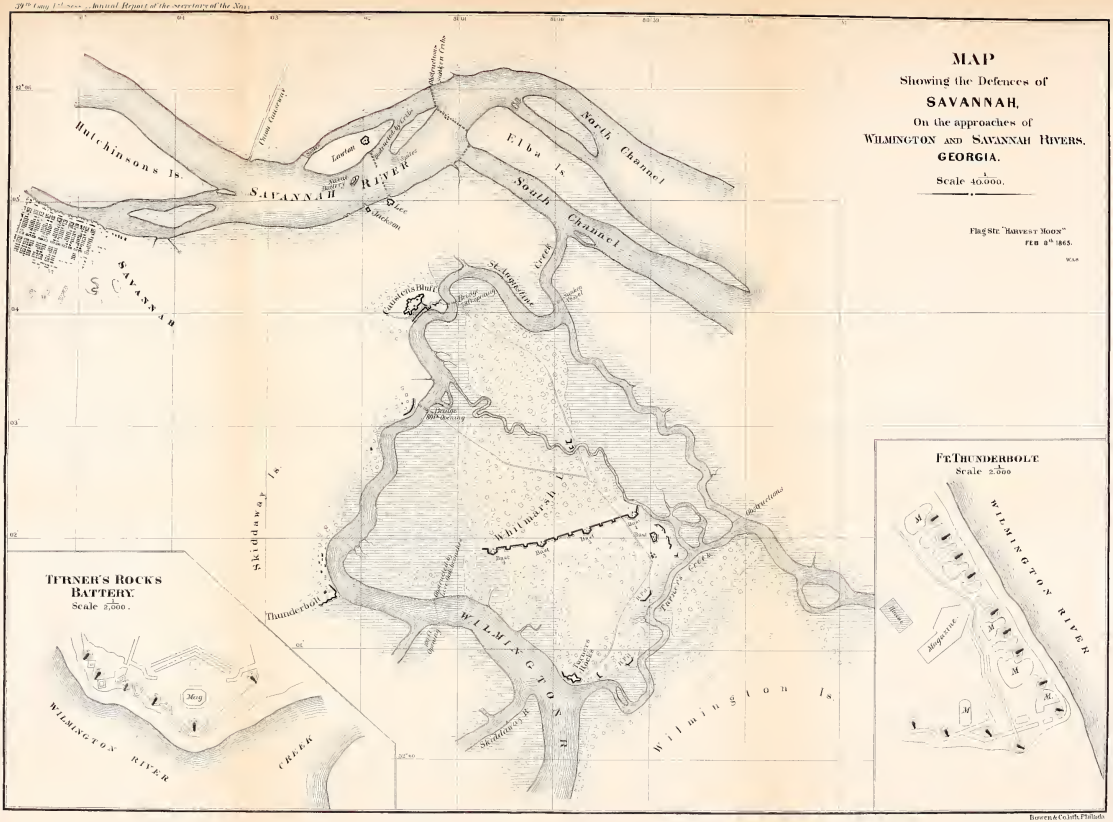
WILMINGTON AND SAVANNAH RIVERS.

GEORGIA.

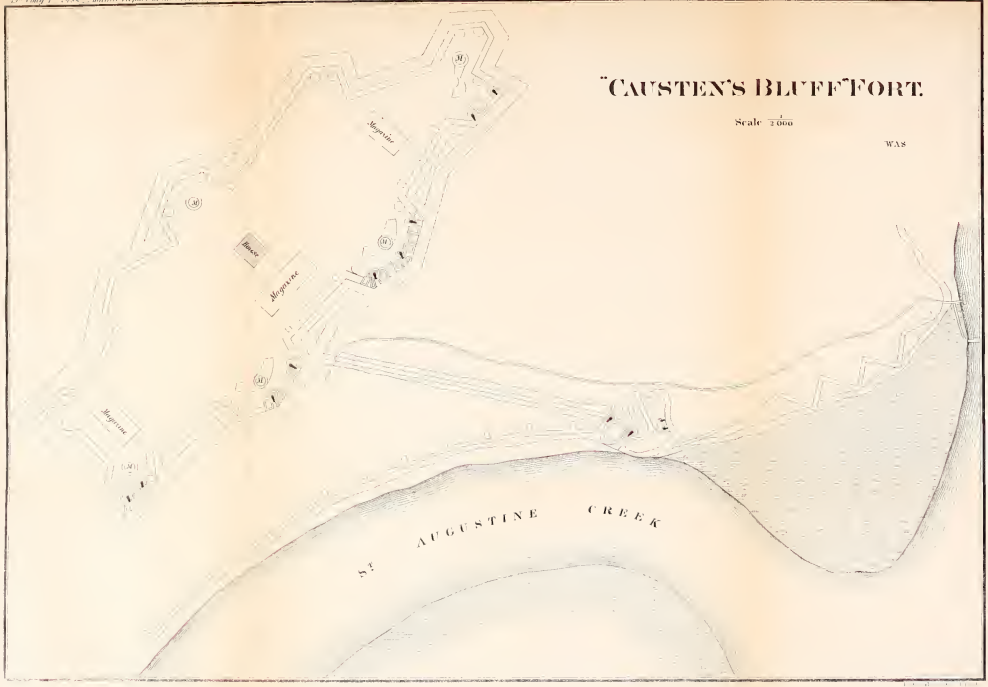
Scale $\frac{1}{40,000}$.

Flag Stf. "Harvey Hook" Feb 18th 1865.

W.A.B



Bowen & Co. lith. Phila.


"CAUSTEN'S BLUFF" FORT.
Scale 1/2000
WAS
Magazine
Magazine
Magazine
Magazine
ST AUGUSTINE CREEK

Summary from the report of Captain D. H. Buel, chief of ordnance department and army of the Tennessee, and Captain T. G. Bayler, chief of ordnance, military department of the Mississippi.

To Savannah, by Wilmington river.	10-inch columbiads.	8-inch columbiads.	Others.	Total.
Wilmington river and St. Augustine :				
No. 1. Turner's Rocks	4	1	1	6
No. 2. Thunderbolt	1	4	7	12
No. 3. Bonaventura				
No. 4. Causten's Bluff				
No. 5. Bartow	1	3	12	16
No. 6. Fort Lee	2	3	5	10
No. 7. Fort Jackson	0	2	3	5
No. 8. Lawton battery	2	1	2	5
No. 9. Water battery	2	1	5	6
The Tybee was closed by—				
Grimball's Point battery	0	2	12	14
Ossabaw was closed by—				
McAllister, (Great Ogeechee)	3	1	20	24
Rose Dew, (Little Ogeechee)	3	0	3	6
Beaulieu, (Vernon)	2	1	6	9
Road from Ossabaw :				
Brown	0	1	6	7
Boggs	0	0	8	8
	20	20	88	128
In and around Savannah	.....	.....	.....	101
Total	.....	.....	.....	229

LOSS OF THE UNITED STATES STEAMER DAI CHING.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER HARVEST MOON,
Port Royal Harbor, January 31, 1865.

SIR : It is with great regret that I have to inform the department of the loss of the United States steamer Dai Ching, which, having grounded in the Combahee, under the fire of a rebel battery, was defended for seven hours, and being then much cut up and her guns disabled, was fired by her commander. All the officers and crew, wounded or not, were brought off safely, except one officer and four men in a boat, who were fired upon by the rebel pickets and surrendered. The enclosed report of Lieut. Comd'r Chaplin will communicate the details of this occurrence, and a court of inquiry will elicit all the facts for the action of the department. The Dai Ching was proceeding

up the Combahee, the Pawnee up the Ashepoe, the Sonoma up the North Edisto, and the Wissahickon, McDonough, &c., in the Stono, in order to menace the flank of the rebel position while subjected to General Sherman's operations in front. On the 24th the general wrote me: "To-morrow I will demonstrate on Salkahatchie, and will be obliged if you will feel up Edisto or Stono just to make the enemy uneasy on their flank, and develop if he intends to hold fast to Charleston and Columbia both, &c." Besides this, there was another reason for the action of the Dai Ching in the Combahee. That vessel being at the head of Broad river, operating with the troops, an intimation was received by Lieut. Comd'r Chaplin from General Howard that the Dai Ching would be of service to the right flank if that vessel could ascend the Combahee river as far as the ferry. The vessels were in position in good time, and it appears, from the report of Lieut. Comd'r Chaplin, that the Dai Ching was proceeding up the Combahee on the 26th, when she suddenly came upon a rebel battery and was fired on. While manœuvring to gain a better position the Dai Ching grounded in consequence of the pilot deserting his duty, and the disaster became decisive when the commander of the little steamer (the Clover) that attended failed so shamefully in his duty to assist the Dai Ching off.

For seven hours the Dai Ching was courageously defended, and when reduced to a wreck, and her heavy gun disabled, all hands were brought off, except the five already mentioned. The court of inquiry now in session will elicit and record all the facts of the case; but I feel confident, from Lieut. Comd'r Chaplin's invariable character for courage and conduct, that the loss of the Dai Ching will be found to belong to the proper risks of war, and are well vindicated by the courage and constancy that are called forth by the occasion. The department will perceive by inspecting the map that the Combahee leads directly to the flank of the Salkahatchie, where our troops were to attack, and that any impression by the navy would be of more consequence there than elsewhere. I considered it, therefore, incumbent on me to use every exertion to meet the wishes of the general. This is the first vessel of the squadron that has been lost in action under my command since I came here in July, 1863, unless the little tug Columbine, with her guns, is accounted a vessel-of-war.

The Dai Ching was the least valuable, in many respects, of the light-draught gunboats, her speed under steam being less than five knots, and her only heavy gun a 100-pounder. Of course I would not risk even that much without sufficient reason.

On the 26th I was off Stono at daylight, and went in to see personally to the state of affairs there. In the afternoon steamed to South Edisto, expecting that the Pawnee might have reached there. After a brief stay, came out, heard nothing, though the action of the Dai Ching must have been going on at the time, and the wind was fair.

Next morning I was in Port Royal to communicate with the army, and learning from General Foster that he would move on North Edisto, I sent a message to the Pawnee to leave the Ashepoo and go to North Edisto to assist the Sonoma, having no other vessel to send.

After dark of that day came Lieut. Comd'r Chaplin, with the loss of the Dai Ching. In a couple of hours I left that night, and steamed around to look at matters myself, and went first into South Edisto. In coming out the captain ran his vessel on a bank not sixty yards from the beach, and I was tied up for the day. One or two light field-guns would have destroyed the Harvest Moon.

I sent a detachment ashore to hold the road, but the rebels had too much to do elsewhere. Late in the evening the Harvest Moon floated, and I came

here to see what vessels I could get from those under repair, and also to hear of General Sherman's movements.

As soon as a gunboat can be got ready I will send her around to watch the Combahee, and prevent the rebels from plundering the wreck of the Dai Ching.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. A. B. Squadron.

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Report of Lieutenant Commander J. C. Chaplin.

UNITED STATES STEAMER NEW HAMPSHIRE,
Port Royal Harbor, S. C., January 28, 1865.

SIR: In obedience to your order of the 24th instant, I proceeded to St. Helena, where I procured a pilot from the United States steamer Settin, and proceeded up the Combahee river. At 5 o'clock p. m. we anchored, as the pilot was afraid to go up after dark. At 6 a. m., the morning of the 26th, I came on deck to get the ship under way and proceed up the river, but seeing a boat manned by white men coming down, delayed getting under way until I could ascertain her character. The boat went alongside the tug Clover, which was in company with us, and soon after Acting Ensign Leach, commanding the tug, came on board and reported the boat to be from the schooner Coquette, loaded with seventy-four bales of cotton, and lying about two miles below the batteries at Tar Bluff, about five miles above where we lay. We immediately got under way and proceeded up the river, the tug following.

At 7.30 a. m. we went to quarters, the earthworks on Tar Bluff being in sight, though no guns or men could be seen with a glass from the masthead. We were now about two miles from the works, and nearly up to the schooner. Acting Master George Howorth was sent with an armed crew in the first cutter to take possession of the prize, and the tug was ordered to take her in tow and follow us on up the river.

When within a mile of the earthworks, and while training the 20-pounder rifle upon it, the rebels opened on us with three guns, one shot falling short, the other two going over our deck. The engines were immediately reversed, the ship turned and headed down the river, with the intention of engaging them in the reach below, where we would be less exposed to rebel fire. While turning a very sharp bend, the wind blowing fresh down the river with a strong ebb-tide, I perceived that the ship would run into the bank on our starboard bow, and discovered that the pilot had deserted the bridge. I immediately rang "three bells," but before the ship could be backed, she forged ahead into the bank, where she remained fast. Our howitzers and after 20-pounder were now at work, being the only guns we could bring to bear. Signals were made for the tug to come to our assistance, and the main-rail was being cut away so that the 100-pounder could be trained, which soon commenced playing on the enemy, doing good execution. The tug came up, and while attempting to take our line, got in between the ship and the bank, and with great difficulty we succeeded in bringing her out. She then took our line, which parted, and instead of returning and taking a hawser, which was ready, she stood on down the river. Mr. Howorth was ordered to proceed down the river and communicate with the United States steamer Pawnee and Stettin. Signals were again made recalling the tug, and though only a half mile below us, she took no notice of them. Acting Ensign Duncan was now sent with four men in the second cutter with orders

to bring her back, but just before the boat reached the tug she started down the river. The tide having fallen considerably, the ship settled down by the stem, where she had six fathoms of water. Our battery was worked vigorously all the while. The Dai Ching had now been struck more than thirty times her decks were shot through in six or seven places, one shot going through the reinforce deck, lodging in the berth deck. The launch was shot away, and the masts and smoke-stack were hit in several places. One shot penetrated the hull below water-line. Our 100-pounder was the only gun we could now use, as the ammunition for the 20-pounder was expended. The crew, except enough to work the 100-pounder and pass ammunition, were now ordered to jump on the marsh and keep close under the bow, clear of the enemy's fire, which was now very accurate, the projectiles being mostly shell, apparently from Brooks's rifle. At 2.30 p. m. our 100-pounder was struck by a solid shot, cutting away the forward hurter, smashing the eccentric, thus disabling our only hope, and wounding four men. The ship was now a perfect wreck, and we could make no reply to the enemy, who were playing on us with terrible effect. A consultation was now held, and it was deemed advisable to fire and leave the ship, as there was no hope of saving her. The small-arms were passed to the men in the marsh. The chronometer and paymaster's books were placed in the gig, the only remaining boat. Acting Ensign Walter Walton was sent in charge of her, taking two of the wounded men who were unable to walk. At 3 p. m. the ship was fired aft, and all the officers now took to the marsh, and all hands proceeded in the direction of the mouth of the river. At 3.30 p. m. the ship was in flames, and the main and mizzen masts fell over the side with colors flying. After walking four miles in the marsh, and wading several creeks, we saw the tug and made signals to her, when she came to our assistance and took us off. Acting Ensign Walton had, in the mean time, arrived on board the tug, and reported having been fired into by a picket of twelve men, and having seen the second cutter ashore with several bullet holes in her, crew and officers gone, being probably captured while conveying orders to the tug.

We now proceeded down the river, and at 11 p. m. arrived on board the Pawnee, where we were all kindly cared for. Acting Master's Mate Bryant, of the Clover, was sent on board of the prize when she was captured, and had in the mean time taken her to the mouth of the Combahee and anchored. It is my opinion that, had the tug come to our assistance when ordered, and taken our hawser, the ship would have been saved, as slewing her stern very little would have brought the tide on our inside quarter, which would have swept the ship off.

I would particularly call your attention to the coolness and gallantry of Acting Master William McKendry and Acting Ensign Walter Walton, the former fighting the 100-pounder for seven hours, and the latter the 20-pounder till the ammunition was expended, when he went below and filled shell for the 100-pounder, and afterwards took charge of the gig with the wounded men, and brought them off safely, though fired upon by rebel pickets all along the bank of the river. Every officer and man did their duty. I herewith enclose the surgeon's report of the wounded. I have neglected to mention, if it had not been for Acting Ensign Walton arriving at the Clover the time he did, we would have been compelled to remain in the marsh all night, as Acting Ensign Leach had given orders to get under way and proceed down the river, disregarding the orders of Acting Master Howorth to return to the Dai Ching, and it was only by positive command that Mr. Walton could make him proceed up the river for a short distance in

search of the officers and men in the marsh. I would respectfully request that the loss of the United States steamer Dai Ching be further examined into by a court of inquiry.

Very respectfully, your obedient servant,

J. C. CHAPLIN, *Lieut. Commander.*

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Additional report of Lieutenant Commander J. C. Chaplin.

UNITED STATES SHIP NEW HAMPSHIRE,
Port Royal Harbor, S. C., January 31, 1865.

ADMIRAL: I herewith forward Acting Ensign Walton's report of the conversation addressed to him by Major General Howard relative to the service that might be rendered by the United States steamer Dai Ching at the point designated.

Very respectfully, your obedient servant,

J. C. CHAPLIN, *Lieut. Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Acting Ensign Walter Walton.

UNITED STATES SHIP NEW HAMPSHIRE,
Port Royal Harbor, S. C., January 31, 1865.

SIR: I have the honor to state that, in obedience to your orders of the 21st of January, 1865, I proceeded to Beaufort, South Carolina, to find the commanding officer of the army in the vicinity, and ascertain where the Dai Ching would be of most service, as the Dai Ching had been ordered to cooperate with the army. I arrived in Beaufort on the 22d of January, and had an interview with Major General Howard, to whom I stated your message. The general informed me that the Dai Ching could not be of any possible service to him at Port Royal ferry, but would be a great protection to his right flank if the Dai Ching ascended the Combahee river as far as Combahee ferry, as he intended sending troops there to prevent the rebels from crossing at that point.

Very respectfully, your obedient servant,

WALTER WALTON,
Acting Ensign, U. S. N.

Lieut. Commander J. C. CHAPLIN, *U. S. N.*

UNITED STATES SHIP NEW HAMPSHIRE,
Port Royal Harbor, S. C., January 28, 1865.

ADMIRAL: I hereby respectfully submit to you a list of the wounded men on board the United States steamer Dai Ching while engaging a rebel battery on the Combahee river, South Carolina, on the 26th of January, 1865:

John Fulcher, acting third assistant engineer, slightly wounded.
W. C. Chaplin, captain's clerk, slightly wounded.
William Winchester, (B. M.,) slightly wounded.

Peter Faley, (B. M.,) wounded in the face.
Albert Loring, (C. F.,) wounded in hand.
Roger Toner, (Q. M.,) wounded in back.
Hugh King, (landsman,) wounded in head.
John Sheppard (second-class fireman,) wounded in head.
Thomas Goodwin, (second-class fireman,) wounded in the back severely

Very respectfully, your obedient servant,

JOHN R. RICHARDSON,
Acting Assistant Surgeon.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

Approved.

J. C. CHAPLIN, *Lieut. Commander.*

EXPEDITION UP THE COMBAHEE RIVER, S. C.

Report of Lieutenant Commander James Stillwell.

UNITED STATES STEAMER OTTAWA,
Combahee River, S. C., February 9, 1865.

SIR: In obedience to your order of the 3d instant, I had this river dragged on the 7th, and started up with the Winona in company yesterday. At 11.30 a. m. anchored, and sent two boats to the old battery on Field's Point. At 2 p. m. got under way, firing occasionally into the banks. 3.30 p. m., anchored within two hundred yards of the Dai Ching. Sent boats, and found she had been burnt to the water's edge. The rebels have been at work on her, but with little success, judging from what they worked with. I sent two boats last night, in charge of Acting Master William H. Winslow, the executive officer of this vessel, and Acting Master E. H. Sheffield, the executive officer of the Winona, who landed a short distance below the battery, and went back four miles, and were fortunate to pick up two Union prisoners, whom I send to you by the Carnation. These two officers report that it would be entirely unsafe for such a vessel as this to go any further up the river, as between this place and the battery the river is not much wider than the length of this vessel. Where I am now at anchor it is one and a half times the ship's length. Mr. Winslow reports they saw about cavalry last night, and fired at them about twenty minutes. Why the rebels did not return the fire I am unable to state.

We can see the troops in the battery this morning, but I have no way of judging their number. I also sent a scout from the Winona, last night, down to Field's Point. He reports the two roads leading from the Point in good order, but did not see any one.

I will send Mr. Winslow's report to me in the next mail. In my opinion, we have done all that can be accomplished for the present.

It gives me much pleasure to state that all the officers and men have performed their duty to my entire satisfaction.

Pilot Cruton I send by the Carnation, he being still very sick.

Very respectfully, your obedient servant,

JAMES STILLWELL,
Lieut. Commander, and Senior Officer present.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Report of Acting Master W. H. Winslow.

UNITED STATES STEAMER OTTAWA,
St. Helena Sound, February 9, 1865.

SIR: According to orders, the Winona's boat, with Acting Master Sheffield, and myself and the pilot in our first cutter, well armed and manned, proceeded past the wreck of the Dai Ching up the Combahee. My boat being ahead, I discovered a rebel picket-boat, as I thought, and approaching carefully, with rifle in hand, took two escaped Union prisoners from a slight raft which they were paddling down. We then landed below Tar Bluff, and leaving a boat-guard, scouted along the high bank about two miles, discovering fresh horse trails and foot-prints, a high water battery with three casemates, a bomb-proof and sentinel shield, there being no guns mounted.

We proceeded back by a main road three miles to a negro settlement and communicated with these negroes. They said thirty cavalry ran from our fire upon the bluff and passed at noon, going to Chiselville, fifteen miles back, to return in a day or two; that the fort above was still armed and manned, though the principal force had left.

We returned to the river bank, and there being no road to the Dai Ching fort without going five miles into the interior, we embarked and pulled cautiously by the bluff.

After getting near the old mill, the second picket station, and about two miles by water from the garrisoned fort, we heard several calls on the bank, and at the same time saw men upon shore, moving in the shadows in skirmish line. We found the enemy were alert, and turning around, floated and pulled rapidly down the tide, discharging our rifles as fast as possible, driving the scouts back. The river here was one hundred yards wide, with the place abreast of the bluff only about sixty. As we passed, we distinctly saw a squad of about twenty cavalry drawn up under the trees, and we fired two or three volleys at them as they turned and rode away. Two of the rebels were either killed or severely wounded, as they gave painful yells after we fired, and one other went off his horse and down without a sound.

We were soon below out of danger, and returned aboard at 3 o'clock a. m.

A singular part of the affair is that they did not fire at us. We suppose we drove in a small picket when we first landed, which went for re-enforcements and returned too late to cut us off, and that they did not fire because they feared some other force was near, or else hoped we might land again, so they could get us at a disadvantage.

I am, sir, your obedient servant,

W. H. WINSLOW, *Acting Master and Ex. Officer.*

Lieut. Com'r J. STILLWELL,
Commanding United States Steamer Ottawa.

Report of Acting Master E. H. Sheffield.

UNITED STATES STEAMER WINONA,
Combahee River, S. C., February 9, 1865.

SIR: I have the honor to report that, in obedience to your orders, I left this ship last night at 8 p. m., in company with Acting Master Winslow, of the United States steamer Ottawa, with two boats' crews, on a reconnoitring expedition up the Combahee river.

We proceeded cautiously up the river about a half mile, when we discovered two men on a raft, who proved to be escaped Union prisoners, one be-

longing to the ninth Massachusetts and the other to the fourth New Hampshire regiment. They informed me they had been taken care of for a number of days by negroes who lived about a mile from where we then were. After a consultation with Mr. Winslow, I determined to march out and see what information I could gain from them. We landed a short distance below what is called Tar Bluff, and soon struck the main road, when I discovered footprints of both horses and men; but being satisfied that there were not over three of them, and knowing that our force was able to contend with a much larger party, I continued to advance, and arrived at their huts at twelve o'clock, the distance being, instead of one, not less than three miles. They seemed to be very friendly, and informed us that about thirty cavalry had left there that day and gone back fifteen miles. I asked if they had also left the fort, but could not get any satisfactory information.

Our pilot not seeming to know the road to the fort, I thought it advisable to return to our boats and advance up by water, being satisfied, both from the testimony of the negroes and from a careful reconnoissance, that there was no one to molest us at Tar Bluff. We pulled up slowly, keeping the left bank of the river aboard, and when within one and a half mile of the fort Mr. Winslow and myself thought we could see men about twenty yards from us on the bluff, watching us, but were not certain until we saw two of them run behind the trees. I was then satisfied we had been discovered, and expected we would have to fight our way back. I cautioned the men to take good aim and fire rapidly, letting their shots go first above the bluff. Both boats immediately commenced firing, and I have every reason to think our shots took effect, as we heard screams such as men would give when badly wounded. We then pulled rapidly down the river. When abreast of the last opening of the woods I saw mounted men drawn up under the trees, apparently ready to give us a volley to stop our progress down the river; but our fire was so rapid that they sought cover among the trees. This being the termination of the hard ground, and knowing they could molest us no further, we ceased firing and pulled towards the ships, arriving alongside the Ottawa at 3 a. m., delivering to Lieutenant Commander Stillwell the escaped prisoners we had in our possession. I would state that they informed me that the negroes say that the officers and boat's crew of the Dai Ching were captured, and not killed as supposed.

Very respectfully, your obedient servant,

E. H. SHEFFIELD, *Acting Master.*

W. H. DANA, *Lieutenant Commander.*

EVACUATION OF FORT WHITE, ON THE PEDEE RIVER, S. C.

Report of Commander J. B. Creighton.

UNITED STATES STEAMER MINGOE,
Off Fort White, Pedee River, S. C., February 24, 1865.

SIR: The deserters from the rebel camp informed me yesterday morning of the evacuation of Fort White. I got under way and stood up the river, moving very slow, for I had no other guide than a "contraband" that had been upon the river here, Prince, my pilot, being with the Geranium for the purpose of sounding out Santee bar.

After getting within one mile and a half of the battery, I sent my boats out for the purpose of feeling for torpedoes. Finding none, I pushed on and came up abreast of the fort. I fired three rounds into it and found no response. I manned all the boats and sent them to the fort, in charge of my

executive officer, Mr. Congden. He returned in about two hours, reporting that the fort had been evacuated, and was a very large one, containing fifteen guns, three of which are ten-inch columbiads, two eighteen-pounders, four thirty-two-pounders, (Brooke's rifles,) five twenty-four smooth-bore, and one twelve-pounder, and that there are large quantities of shell and shot, but no powder. The guns were found spiked, when he landed, with three-cornered files.

Some other deserters came on board and say that some of General Sherman's army are about twelve miles from here, on the Black river.

It is my intention to dismantle this fort by burning the gun-carriages and firing all the wood-work about, and sweep for torpedoes. After that is accomplished I shall move up to Georgetown, unless otherwise directed by you.

Very respectfully, your obedient servant,

J. BLAKELY CREIGHTON, *Commander.*

Captain H. S. STELLWAGEN,
Commanding United States Steamer Pawnee.

EXPEDITION TO PALMETTO POINT—DESTRUCTION OF SALT-WORKS.

Report of Acting Master William Watson.

UNITED STATES SCHOONER JAMES S. CHAMBERS,
Bull's Bay, S. C., February 25, 1865.

SIR: I have the honor to report that I sent an expedition from this vessel on the 23d instant, to Palmetto Point, on the main land, in charge of Acting Master Wm. L. Bowers, and destroyed and rendered useless for further operation three extensive salt-works.

The result of the expedition was the destruction of one hundred pans and boilers, a large quantity of salt, brine-vats, two wind-mill pumps, and numerous sheds and out-buildings. Hoping the above will meet with your approval,

I have the honor to be, very respectfully, your obedient servant,

WM. WATSON,
Acting Master, Commanding.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Port Royal, S. C.

OCCUPATION OF GEORGETOWN, SOUTH CAROLINA.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-SHIP HARVEST MOON,
Georgetown, S. C., February 26, 1865.

SIR: I have the satisfaction to report that this town and its defences have been occupied by the forces under my command, and that the authorities have made their submission to the United States.

The town is held by six companies of marines, under Lieutenant Stoddard, and the battery (15 guns) by one company of marines, under Lieutenant Breese.

The Mingoe flanks the town and commands it with her guns. As soon as the land forces arrive I will turn the place over to them.

I will forward more detailed accounts by the next mail. Nothing is heard here direct from General Sherman.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Detailed report of Rear-Admiral Dahlgren.

FLAG-STEAMER HARVEST MOON,
Georgetown, S. C., February 28, 1865.

SIR: Under date of the 26th instant I apprized the department that the naval forces under my command had taken possession of Georgetown. As soon as the occupation of Charleston left my thoughts and means at liberty, I gave my attention to this point as likely to be the preferable communication for General Sherman, in case such became desirable to him before entering North Carolina. Accordingly I soon began to collect a suitable force from other stations. The McDonough, Geranium, and two launches were ordered into the Santee, being the only class of vessels whose draught admits of passing the bar of the river.

On the 22d instant the Pawnee was ordered to Georgetown, and all the marines I could collect were embodied in a battalion. Detachments of seamen were also directed. The object being to pass up the Santee with this body of men, take the road to Georgetown which traverses the rear of the rebel work, and assault it while the vessels attacked in front. The infantry was to be under the command of Commander Stanly, assisted by Lieutenant Commander Williams.

On the 23d of February the Pawnee crossed the bar and joined the Mingoe and Nipsic within, upon which the rebels abandoned the work, (Battery White,) and the Mingoe steamed up the bay and took possession. The marines were landed, and the municipal authorities tendered their submission to the government of the Union. The battery was found to be a well-constructed and formidable work, mounting fifteen (15) guns, of which two (2) are ten-inch columbiads.

The previous accounts of this battery had varied so much as to render our knowledge of it uncertain. Generally it had been much underrated, and supposed to be unable to resist the attack of a single vessel or a few men. But we can now understand that it was well placed, well constructed, and strongly armed, so that we should have had some trouble to reduce it if well manned.

I desire to bring First Lieutenant Stoddard to the notice of the department. He did good service in the field with the marines of the fleet brigade, at Boyd's Neck and the Tulifinny, and now has the command of the largest force of marines that has been collected for some time. He has always acquitted himself with credit. I would respectfully suggest a brevet.

Captain Stanly necessarily lost the opportunity that promised, and which, from the energy and vigor which he displayed in the operations at Bull's bay, he would have improved.

I enclose the reports of commanding officers, and also a copy of the submission of the authorities of Georgetown. This has exhibited every indication of a flourishing place, and though with less than 2,000 inhabitants is the third town of the State.

The rice, and cotton, and lumber of a large scope of country is floated here by the rivers that flow together at its site, the Pedee, Black river, Sampet and Waccamaw, with their tributaries.

There was a rumor that General Sherman was not far distant, but no tidings have reached direct from himself or his army.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Report of Captain H. S. Stellwagen.

UNITED STATES STEAM-SLOOP PAWNEE,
Off North Island, S. C., February 24, 1865.

SIR: I have the honor to report the capture and occupation of Fort White and Georgetown yesterday, the enemy having evacuated on our approach. The Pawnee, under my command, arrived yesterday, and after receiving on board the detachment of marines brought up by the Flambeau, I crossed the bar as soon as the tide served. Commander Creighton, being advised of the intended evacuation, signalled for permission to advance, and with all proper precautions approached the fort, which he found hastily deserted, containing fifteen guns. I enclose herewith his reports. I have directed him to proceed carefully up the Black river, and have despatched the tug Catapsa, with LieutenantCommander Henry and Ensign Glass, prepared to open communication, by the army code of signals, with Major General Sherman, who is said to be some twelve miles off. I have sent a detachment of fifty marines, under Lieutenant Breese, United States marine corps, to occupy the fort. Commander Balch is charged with general superintendence and accompanies the parties, having also the small steam launch to keep up communication. This vessel and the Nipsic will proceed up as soon as the tide permits

Very respectfully, your obedient servant,

H. S. STELLWAGEN,
Captain and Senior Officer present.

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron, Charleston, S. C.

Report of Commander J. B. Creighton.

UNITED STATES STEAMER MINGOE,
Off Fort White, Pee Dee River, S. C., February 24, 1865.

ADMIRAL: I have the honor to receive your despatch of 22d instant, and it finds me in possession of Fort White.

Yesterday morning I was informed by some deserters that they had evacuated or were evacuating Fort White, near Georgetown. I immediately got under way without a pilot, Uptergrove being on board the Pawnee outside, and Prince in the Geranium, off Santee bar, and on my approaching the battery I sent my boats sweeping for torpedoes; finding none, I steamed past the battery, firing four rounds at it with no response; anchored and sent armed boats ashore and took possession, my executive officer, Mr. Congden, in charge; found the battery abandoned a short time previous to landing, and

guns spiked, sixteen in number, of the following calibre: one (1) 6-pounder smooth-bore, two (2) 10-inch columbiads, one (1) 18-pounder long siege gun, three (3) 32-pounder rifles, one (1) 24-pounder rifle, six (6) 24-pounder smooth-bores, one (1) 12-pounder siege gun, smooth bore, with three-cornered files; found a large quantity of shot and shell, and the fort to be of large dimensions, well constructed, and very formidable; we have dismantled it by dismounting the guns, breaking the carriages, &c. I swept this morning, but have not found any torpedoes. I will continue to examine and see if any can be found.

I have thirteen rebel deserters, and two by the names of Henry Shinifer and Henry Schlondruff, who gave themselves up on the boat's landing at the fort, and several contrabands, all of which I send down. I shall continue my way up the river, in company with the Nipsic, slowly, unless otherwise directed by the senior officer, Captain Stellwagen.

Very respectfully, your obedient servant,

J. BLAKELY CREIGHTON, *Commander.*

Rear-Admiral J. A. DAHLGREN,
Commanding S. A. B. Squadron.

The Nipsic could not accompany me, owing to the low tide, and Lieut. Comd'r Henry being on board the Pawnee, where I had sent him to report.

Report of Acting Ensign A. K. Noyes.

UNITED STATES STEAMER CATALPA,
Georgetown, February 25, 1865.

SIR: I have the honor to make the following report:

Agreeable to the order of Captain Stellwagen, senior officer present, I started up the river with this vessel towards this place, (Georgetown,) and arrived at 6.35 a. m. this day. As I was passing up by the town I espied a squad of rebel horsemen. As soon as I got alongside the dock I sent ten armed men to scout the town to see if they could see the horsemen. In the mean time I asked the civic commandant of the town, Mr. Bush, for the keys of the town hall to enable me to raise the stars and stripes over the above-named place. I then sent Acting Ensign Thompson and two (2) men to raise the flag—the Boatswain's Mate Kennedy and Ordinary Seaman W. Christopher; they climbed the dome of the above-named hall and raised the flag, with three cheers and a volley of six muskets. As soon as the flag was raised the rebel horsemen made a dash in the town and engaged the men of this vessel sent by me to scout the outskirts of the town; after some fifteen (15) minutes' fighting they captured one man, Morris Sullivan, ordinary seaman. As soon as the alarm was given the boats of this vessel and the Mingoe were called away, and armed and sent on shore, and drove the enemy out of the town.

I have the honor to be, most respectfully, your obedient servant,

ALLEN K. NOYES,
Acting Ensign, Commanding U. S. Steamer Catalpa.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Surrender of Georgetown by the City Council.

To Admiral J. A. DAHLGREN, commanding the United States naval forces at Georgetown, S. C.:

SIR: Whereas the confederate forces have evacuated this town, the undersigned, intendant and wardens in council assembled, agreeable to your demand, do hereby surrender the town of Georgetown to the United States forces under your command, pledging ourselves upon honor in our official capacity, as far as lies in our power, to prevent any act inimical to the United States forces garrisoned here, claiming such protection of persons and property as is usually accorded to communities in our situation.

Very respectfully, your obedient servants,

R. O. BUSH, *Intendant.*
G. F. B. LEIGHTON,
S. R. CARR,
W. K. HESTER,
F. N. MACUSKER,
Wardens.

COUNCIL CHAMBER, *Georgetown, S. C., February* 25, 1865.

Proclamation of Rear-Admiral Dahlgren to the citizens of Georgetown.

[Order No. 16.]

For the better maintenance of the authority of the United States and the preservation of order, the following are announced to the inhabitants of Georgetown, now occupied by the naval forces under my command:

1. Conformably to the laws of the United States, slavery no longer exists within the limits of the Union. Person residing here who thus become freedmen will in future enjoy the fruits of their own labor; but as a reasonable provision for their inability to provide for themselves immediately, their former owners will furnish each one of them with sixty (60) days' food of the usual description. Any freedman desiring to enlist in the military service of the United States will apply to the military commandant of the district, or can join the colonists on the Sea islands, if he desires to do so.

2. Those inhabitants who have remained in the place, and are not excluded from the benefits of President Lincoln's amnesty, are invited to return to their ordinary pursuits as peaceable citizens.

3. Martial law exists in the city of Georgetown. The wardens and intendant will discharge so much of their usual civil functions as may be required of them.

4. Such laws of the place as are in harmony with the laws of the Union will remain in force.

5. The intendant and wardens will furnish the provost marshal with an account of the inhabitants of the place, and of those who left with the rebel troops. They will cause the churches to be opened and served as usual; but no clergyman will be allowed to omit the customary prayers for the President and authorities of the United States which are enjoined by the canons or practice of his church.

6. The intendant and wardens will provide a list of all inhabitants who may be destitute of food, and of those who are able to contribute to their relief, who will accordingly be assessed for the purpose.

7. The sale or gift of all spirituous liquors is strictly forbidden; and any inhabitant offending when a sailor or marine is concerned will be punished by fine or imprisonment.

8. The inhabitants of Georgetown will remember that their own authorities have placed them under the protection of the United States; they will be careful, therefore, to avoid all participation with the enemies of the United States, and will be dealt with severely for offences of this kind. Signal-lights have been observed. In future such will be fired at from the cannon of the nearest vessel.

9. The commanding naval officer present is charged with the execution of the above, and commanding marine officer will act as provost marshal.

10. Whenever any military officer duly authorized by the military authorities shall take post in the town the commanding naval officer will turn over to him the entire command, and withdraw all the seamen and marines from the town.

J. A. DAHLGREN,
Rear-Admiral, Com'dg South Atlantic Squadron.

GEORGETOWN, S. C., *February* 26, 1865.

REBEL WORKS ON WINYAH BAY.

Report of Rear-Admiral Jno. A. Dahlgren.

FLAG-SHIP HARVEST MOON,
Off Battery White, Winyah Bay, February 28, 1865.

SIR: Very soon after closing my despatch 82 I had occasion to anchor near this place, and went ashore to visit the work.

The accounts in the reports fail to convey a correct idea of its character. The site was admirably selected, not only commanding the channel, but the various roads to the town above. The principal battery looks directly on the water—well planned and executed carefully, not only with reference to a cannonade by ships, but also to an assault from the water. The carriages were all new, and probably brought here recently, as many old carriages were piled away in the rear. The water battery mounted twelve guns, two of which were 10-inch cloumbiads, three rifled 32-pounders, (banded,) four 24-pounders, two rifled 12-pounders, (banded,) making eleven guns looking on the water. The ditch was flanked by a six-pounder. The work had ample traverses and magazines. The approach to the right flank over the low beach was swept by one 24-pounder, in a separate battery, and by a 12-pounder, also in a detached work. The rear of the position was defended by a formidable rampart and ditch extending 300 yards, and looking on the several roads leading to Georgetown. It was not entirely finished, and had a 24-pounder mounted at each flank; intervening places were designed for field guns.

The ground occupied by these works might be 100 acres, beautifully wooded with live-oak.

The huts for the men were numerous, and well constructed, with ranges of nice stalls for horses.

If the works had been sufficiently manned, it would have required good troops to take the work.

As soon as a plan of the battery and the site can be prepared, I will send a copy to the department.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN, *Rear-Admiral.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

OPERATIONS IN COOPER RIVER, S. C.

Report of Lieutenant Commander T. Scott Fillebrown.

UNITED STATES STEAMER SONOMA,
Charleston, March 1, 1865.

ADMIRAL: I have the honor to report that, in obedience to your order of the 25th of February, I proceeded with this vessel and the Chenango up the Cooper river, to assist the troops sent by General Schemmelfinnig in the army transport Savannah.

We proceeded as far as a place called Hagan, about 40 miles, above which the pilot declined to take us. The Savannah, with 100 troops, proceeded some 10 miles further, when Captain Jackson landed and communicated with General Potter, who sent me a message to the effect I could be of no assistance to him, and that the rebel troops had all crossed the Santee, burning the bridge behind them. Finding I could be of no assistance, I returned to this anchorage yesterday afternoon.

I visited two or three of the plantations where the Cooper river forks to the east and west, and find there is a considerable quantity of rice stored in he barns, a schooner load of which was captured by the launch of the Chenango. There is also an abundance of wood, both pine and hard, corded, on the banks of the river, easy of access, if it is required for the use of the squadron.

Very respectfully, your obedient servant,

THOMAS SCOTT FILLEBROWN,
Lieutenant Commander.

Rear-Admiral JOHN A. DAHLGREN,
Commanding S. A. B. Squadron.

Forwarded for the information of the Navy Department.

Very respectfully,

MARCH 7. J. A. DAHLGREN, *Rear-Admiral.*

DESTRUCTION OF FLAG-SHIP HARVEST MOON BY A REBEL TORPEDO.

Report of Rear-Admiral John A. Dahlgren.

FLAG-STEAMER NIPSIC,
Georgetown Roads, March 1, 1865.

SIR: My latest despatches, numbers 82 and 83, had been closed, and not hearing anything of General Sherman at this place, I was on my way to Charleston, but was interrupted for the time by the loss of my flag-ship, which was sunk by the explosion of a torpedo. This took place at 7.45 a. m. to-day, and the best information I now have is from my own personal observation. What others may have noticed will be elicited by the court of inquiry which I shall order.

The Harvest Moon had been lying near Georgetown until yesterday afternoon, when I dropped down to Battery White, two or three miles below, intending to look at the work and leave the next day. Accordingly, this morning early the Harvest Moon weighed anchor and steamed down the bay. She had not proceeded far when the explosion took place. It was nearly 8 o'clock, and I was waiting breakfast in the cabin, when instantly a loud noise and shock occurred, and the bulkhead separating the cabin from

the wardroom was shattered and driven in towards me, and a variety of articles lying about me were dispersed in different directions. My first impression was that the boiler had burst, as a report had been made by the engineer the evening before that it needed repair badly. The smell of gunpowder quickly followed, and gave the idea that the magazine had exploded. There was naturally some little confusion, for it was evident that the vessel was sinking, and she was not long in reaching the bottom. As the whole incident was the work of a moment, very little more can be said than just related. But one life was lost, owing to the singularly fortunate fact that the action of the torpedo occurred in the open space between the gangways and between the ladder to the upper deck and the wardroom, which is an open passage-way occupied by no one, and where few linger save for a moment. Had it occurred further aft or forward the consequences would have been fatal to many. A large breach is said to have been made in the deck just between the main hatch and the wardroom bulkhead. It had been reported to me that the channel had been swept, but so much has been said in ridicule of torpedoes that very little precautions are deemed necessary, and if resorted to, are probably taken with less care than if due weight were attached to the existence of these mischievous things. As I close this communication, Colonel Brown has arrived here with a portion of the New York 157th, and I have directed all posts ashore at Georgetown held by the navy to be turned over to the army.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

REMOVAL OF THE REMAINS OF LIEUTENANT BRADFORD, U. S. MARINES, FROM POTTER'S FIELD.

Report of Rear-Admiral J. A. Dahlgren.

FLAG-STEAMER PHILADELPHIA,
Charleston Harbor, March 17, 1865

SIR: I have just caused the remains of Lieutenant Bradford (United States marines) to be restored to the cemetery wherein they were first deposited. He was mortally wounded in the assault on Sumter, September 8, 1863, and taken prisoner. After death, Dr. Mackey, of Charleston, had the body interred in the Magnolia cemetery, but when it became known, so much excitement was manifested that it was found necessary to remove it and place it in the potter's field. As soon as the public service would permit, I took the necessary measures to reverse the savage and disgraceful act of the rebel community. The body was taken to St. Paul's, where service and a sermon were gone through by Chaplain Blake, United States navy; then taken back to Magnolia cemetery and there re-enterred with all the honor due to the memory of a gallant officer who had fallen in the cause of his country. I was present, also General Hatch, and many officers of the army and navy. A detachment of United States infantry attended, a detachment of seamen from the ships, the escort being marines. I have to thank General Hatch for the promptness and courtesy with which means were supplied for the occasion.

I have the honor to be, very respectfully, your obedient servant,

J. A. DAHLGREN,
Rear-Admiral, Com'dg S. A. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

EXPEDITION UP THE WACKINANA RIVER.—DESTRUCTION OF FERRIES, &c

Report of Captain H. S. Stellwagen.

UNITED STATES STEAM-SLOOP PAWNEE,
At sea, near Charleston, S. C., March 27, 1865.

ADMIRAL: I have the honor to report the return of another expedition of four days' duration up the Wackinana river, some fifty miles to Conwaysborough. Having heard that threats of a visit in force had been made by the guerillas against the plantations and settlements, in view of which great alarm was felt on the whole route by blacks and whites, I despatched the Mingoe, having in tow some ten armed boats, to proceed as high as Buck's mills, leaving it discretionary with Lieutenant Commanders G. U. Morris and Wm. H. Dana to proceed the remaining distance by boats or land. The arrival of the steamer Launch and two large row launches from the Santee enabled me to follow with them, and the steam-tug Catalpa determined to ascend as far as the water would permit. I found the Mingoe ashore near her destination, towed her off, and caused her to drop to a point where she could anchor; the shore expedition had gone onward. I took the remainder of boats in tow as far as practicable, then causing them to row. After incredible labor and difficulty, succeeded in getting to Conwaysborough at nightfall, just after the marching division No enemies were encountered, but it was reported many small parties fled in various directions on our approach by river and land.

The people of the town were glad to see us; even those having relatives in the army professed their joy at being saved from the raiding deserters. They assure us that the penetration of our parties into such distances, supposed to be inaccessible to our vessels, has spread a salutary dread, and that our large force—Catalpa, four large launches, and ten boats, with about 300 men in all at the highest point—presented such a formidable display with seven howitzers that they thought they would be completely prevented returning to that neighborhood. I permitted several Union people to come down to Georgetown; met many negroes coming down in flats. I encouraged blacks and whites to prosecute planting and to recommend all others to do the same for their preservation, in the coming time, as it is now the height of the season. They are at work in most places, and even along the coast, most of which has only been commenced, since the officers have, on all occasions since my arrival, strenuously urged on them the danger of a famine. I think I may say that these efforts may be the means of saving hundreds of lives. I passed through Ball's creek to the Pedee with the tug and four launches, and destroyed the ferries at Ball's creek ferry and at Yanhany ferry, where Steele's cavalry have been taking horses across lately, which will entirely prevent their crossing. The river, running four knots an hour, cannot be swum by animals. The hands of all sorts fled for fear of being cut off, and will continue in dread along the route. This route is the richest, thickest settled with blacks, and the most insalubrious part of the south. They say the news has spread into North Carolina, and these lawless hordes are much impressed by our swift and distant trips.

William O'Brien, landsman, was accidentally shot by his own gun.

Very respectfully, your obedient servant,

H. S. STELLWAGEN, *Captain.*

Rear-Admiral J. A. DAHLGREN,
Commanding South Atlantic Blockading Squadron.

Forwarded.

J. A. DAHLGREN, *Rear-Admiral*

Acting Ensign Charles H. Hanson's report of his capture, &c., by the rebels.

UNITED STATES STEAMER JONQUIL,
Charleston, May 10, 1865.

SIR: I have respectfully to report concerning the capture of myself and the officers under my command, viz: Acting Master Henry Lynch, Third Assistant Engineers William H. Barclay and John Ryan, on the 21st of March, 1865. At the time of the said capture we were within three miles of my vessel. I was proceeding to the plantation of one Mr. Ebough to *restore order* among the negroes on his farm, and at the fork of the road leading to his house I met the pickets of the enemy, and succeeded in driving them back to their main force, and they were obliged to retreat and take cover behind the trees on the roadside, where we made a stand until we were completely surrounded, the force numbering twenty-three; and I am sorry to say that after four hours of fighting I was obliged to surrender myself a prisoner of war to the so-called Confederate States of America.

We marched to Orangeburg, where the citizens proposed hanging us, but were prevented by the guard. On the morning of the 24th we started for Aiken, and arrived on the 26th; left Aiken for Augusta on the 27th; arrived at 6 p. m., and were confined in prison, at which place we remained until the 1st of May, when we were sent to our lines as paroled prisoners of war. In conclusion I would state that our treatment throughout has been of a shameful nature.

Very respectfully, your obedient servant,
CHARLES H. HANSON,
Acting Ensign U. S. Navy.

RELINQUISHMENT OF THE COMMAND OF THE SOUTH ATLANTIC SQUADRON.

Letter of Rear-Admiral John A. Dahlgren.

FLAG SHIP PAWNEE,
Off Washington City, June 21, 1865.

SIR: Conformably to the authority granted by the department's communication of the 9th of June, I left Charleston on the 17th June, and arrived here to-day.

The department's direction of the 31st only reached me on the 14th June, with those of the 9th.

Under a previous order to send home vessels that needed much repair or were inefficient, I had sent home so many vessels that the force was reduced below the number of steamers (fifteen) fixed by the department.

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The department will perceive by order No. 58 that I began to economize the use of coal at an early date. * * * * *

I enclose copies of my last general orders to the department, Nos. 64 and 65.

I have the honor to be, very respectfully, your obedient servant,
J. A. DAHLGREN, *Rear-Admiral U. S. N.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

General Orders issued by Rear-Admiral Dahlgren.

[Order No. 58. Third yearly series.]

FLAG-SHIP PHILADELPHIA,
Charleston Harbor, S. C., May 27, 1865.

The exigencies of the public service no longer require that steamers of the squadron be ready, day and night, to move on the instant; and as the practice expends both boilers and coal, the commanding officers will in future, as a general rule, keep fires banked, and under one boiler only, if there is more than one. There may be exceptional cases, owing to unusual circumstances, but the fires will be reduced as soon as these cease. Tugs are excepted during the daytime, unless they are unemployed, and likely to remain so.

At sea, in passing from one port to another, steamers will always carry sail, when it is possible to do so, and rather aid the sailing with steam than aid the steam with sailing.

Tugs are never to be run at their full speed, at sea or in harbor, unless they are ordered to do so by a senior officer, or are carrying despatches of importance. In harbor they will ordinarily run at two-thirds only of their maximum number of revolutions, and at sea three-fourths, unless there be a heavy head sea, when the engines must be slowed.

The utmost attention is required on the part of all officers to practice the most rigid economy in every expenditure, and not to send in or forward requisitions until they are cut down to the lowest limit admissible for the public interests.

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

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[Order No. 64. Third yearly series.]

FLAG-STEAMER PHILADELPHIA,
Charleston Harbor, S. C., June 16, 1865.

It is but due, before leaving, that I should signify in general orders my appreciation of the officers of the staff whose ready assistance has so often contributed to lighten my labors.

First is Fleet Captain Joseph M. Bradford. Perhaps no one but a commander-in-chief can rightly understand the many and never-ceasing cares imposed by the proper discharge of the duties of this office, especially in war, and in a command so large as this has been, to say nothing of the abnegation of all opportunity of personal distinction which such a position demands. I shall never think but with great pleasure and satisfaction of the excellent service which this gentleman has rendered, and the never-failing energy and ability with which he has discharged his many onerous duties.

The Fleet Engineer Danby has been for the last two years in charge of the mechanical steam department at Bay Point, where his industry and thorough knowledge of his business has alone enabled me to keep in active operation so many steamers; the first time, perhaps, that this power has been submitted to such a test.

Fleet Surgeon Johnson, Fleet Paymaster Watmough, and Judge Advocate Cowley have always cheerfully contributed their services in their respective branches.

The junior members of the staff, Lieutenant Commander Matthews, Lieutenant O'Kane, Acting Master Avery, and Ensign Dichman, have always

been active and zealous, sometimes in service not strictly belonging to that of a staff, such as service with the fleet brigade, &c. The flag-ship has been commanded satisfactorily by Volunteer Lieutenant Gillespie.

Fleet Pilot and Lieutenant Haffards has also deserved good mention for faithful service at all times. He has generally piloted the flag-ship in action with the rebels.

Nor must I omit my thanks to Mr. Secretary Peterson, Mr. Cooper, and other members of the clerical department of the staff.

Upon the depot at Port Royal and its dependencies, the store-ships, workshops at Station creek, and storehouses at Bay Point, the vessels of the squadron have relied for their repairs, supplies, and communication—a great responsibility, the successful conduct of which is entirely due to the intelligence and experience of Commander Reynolds during the whole term of my command; and I shall always feel much indebted to this officer for zeal and fine ability with which he has aided me. Under his direction, and at the head of these respective branches, I must not omit to mention Acting Chief Engineer Young and the Master Carpenter Davies.

I have been also much indebted to Captain Charles O. Boutelle, of the Coast Survey, for the valuable information received from him, and frequently for the personal attention which he has given to the movements of vessels in difficult channels.

JOHN A. DAHLGREN,
Rear-Admiral, Commanding S. A. B. Squadron.

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[Order No. 65. Third yearly series.]

FLAG-STEAMER PHILADELPHIA,
Charleston Harbor, S. C., June 17, 1865.

The rebellion has been crushed, and the vast military and naval forces of the Union will now be made to conform to the peaceful condition of the country.

The number of this squadron, which has amounted even to as many as ninety vessels, has been already much reduced, and the reduction will continue until but a few vessels remain.

The Navy Department has therefore been pleased to relieve me from the command.

In taking leave I avail myself of the opportunity to express to the officers, seamen, and marines, who have served in the squadron, my earnest appreciation of the good service they have rendered.

During two years of arduous command of a squadron, blockading nearly three hundred miles of coast, including twenty-one ports, and performing every variety of service, the personnel of the squadron, regular and volunteers, has most creditably discharged its duty.

It is impracticable in the limits of a General Order to do more than to point briefly to some of the principal events that have transpired during the two years of command.

The prominent purpose in view when I assumed charge in July, 1863, was to attack the defences of Charleston, by a combined operation of the land and naval forces. The effort had been previously made by each of the services singly, and though gallantly maintained, had not succeeded; it was hoped that by a united effort something more might be effected. And the result justified the expectation, so long as the effort was united, but when the commanding general of the department did not deem it advisable to go further, it followed, as a consequence, that the naval force was not of itself sufficient for the task.

Nor was even a trial possible that did not involve full committal to a struggle which, if unsuccessful, could not fail to be disastrous. This view was sustained by a council of war.

During all these operations the officers and men of the iron-clads, gunboats, and mortar-boats bore their part, and contributed equally with the army to the capture of Morris island, though it is now asserted in a published account of this transaction that the approaches by land could have been pushed forward without the co-operating fire of the gunboats.

You will be able to form a fitting opinion of such an assertion, made public so long after the event. The facts on record show that the commanding general would not move on Morris Island without the aid of the squadron; that his landing was covered by a heavy flanking fire on the rebel position from the monitors, while the boat howitzers delivered an effective fire at short range in front; that all his operations which succeeded were aided by the squadron, and failed when they were not so aided; that he frequently called for the fire of the squadron to relieve his works from the instant disaster which the rebel fire threatened; and that the squadron gave its most vigorous aid to the last effort that expelled the rebels from the island.

When I began to perceive that the enemy was not likely to be driven out of Sumter except by assault, and saw that the force which I had could not of itself go further unless he was driven out, I ordered the assault. It failed; but never was more gallantry displayed than in the attempt.

The necessity for occupying this post was fully justified by subsequent events.

During all this time the vessels of the squadron were active in maintaining the blockade, and in furnishing men for boat duty, or for the service of some of the shore batteries; and when the active operations against the interior defences were concluded, for the reasons already given, the picket duty and inner blockade devolved on the monitors, tug-boats, and launches. Never was any service performed involving a more resolute struggle against the cold and the storms of winter, the heavy sea, and the unsleeping enterprise of a vigilant enemy.

The gallant men who lie beneath the blue water, enshrined in the iron sepulchres of the Weehawken and Patapsco, and still further to seaward in the Housatonic, were the witnesses of what you suffered and achieved in the common cause; while the desolate wrecks that strew the shores and choke the channels of Sullivan's island make manifest that your labors were not in vain.

The blockade was perfectly close, until a few very fast steamers of trifling draught were built in England expressly for the purpose of evading it. But even they could not pass with entire impunity; for the scout-boats and picket-boats cruised close to the enemy's batteries, and seldom failed to open fire on the intruding steamers, frequently driving them back or forcing them on shore. In one instance they boarded the Florie as soon as she touched the reef, and before there was time to back off, captured nearly the entire crew.

At other stations of the command the duty of the blockade was carried on quite as effectually, but diversified by many little expeditions which operated severely on the military resources of the enemy.

Stono was the scene of some smart actions. On Christmas day, of 1863, the enemy assailed our vessels in position there, and were handsomely repulsed by the Pawnee, Marblehead, and Williams, with the loss of some cannon.

In February, 1864, the squadron furnished a strong detachment to assist in the expedition up the St. John's.

In July, 1864, in connexion with General Foster, a detachment of the squadron advanced on the rebel batteries and lines in the Stono, and pro-

duced no small alarm, as Charleston seemed to be in peril. Indeed, a well conceived blow at Fort Johnson by General Schimmelfennig had nearly succeeded.

Late in 1864 General Sherman began that campaign which would of itself place him among the foremost military commanders of history, and to facilitate his communication with the ocean, a joint movement was made up broad river by General Foster, and a detatchment of steamers from the squadron, menacing the enemy's own communications near Coosawhatchie.

The fleet brigade was organized from the officers, seamen, and marines of the squadron, and did good service, participating in all the actions, which were often severe.

At Boyd's creek, and on the Tullifinney, the artillery and infantry of the brigade vied with the veteran troops, and drew the frank and appreciative recognition of the general.

At Boyd's creek the sailors and marines were ashore first, and deployed as skirmishers.

At Tullifinney the howitzers were rushed up to assist the advance, then heavily engaged with the enemy, and by a few decisive rounds threw them back.

When General Sherman resumed his line of march from Savannah, to strike the blow that prostrated the rebellion, some of the gunboat assisted in transferring his right wing to Beaufort, and subsequently the principal forces of the squadron were brought into play with the troops of the department, and shared in the attacks made at Stono and Bull's bay, in order to menace Charleston, and rendered excellent service.

In an effort to remove the obstructions at Charleston, so as to co-operate directly with General Sherman, then likely to incline towards the city, the Patapsco was struck by a torpedo and sank instantly; while the Dai Ching, in endeavoring to assist the right under General Howard, grounded in the Combahee under a heavy battery, and after a gallant resistance of several hours, which reduced her nearly to a wreck, was fired by her commander.

The blow at the defences of Georgetown was struck by the navy alone, and they were abandoned by the enemy on seeing the steamers crossing the bar with detachments of sailors and marines.

It was here, too, my flag-ship was struck by a torpedo and destroyed.

In all these operations, and in others which I cannot here enumerate, the personnel of this squadron has manifested all that could be asked of the navy, and if brilliant victory was not possible, the general results were not less useful, directly to the great end.

To mention names would be to give nearly the muster-roll of the squadron, and yet there are some whose memories we will always cherish, because that is all which their unselfish gallantry has left us—Rodgers, Preston, Porter.

To all of you I now bear my testimony, and offer my thanks, with best wishes for your future.

JOHN A. DAHLGREN,
Rear-Admiral, Com'dg S. A. B. Squadron.

Appreciatory letter from the Secretary of the Navy to Rear-Admiral Dahlgren.

NAVY DEPARTMENT, *June* 23, 1865.

SIR: Your despatch of the 21st instant, reporting your arrival at Washington in pursuance of the authority of the department, has been received.

On the receipt hereof you will haul down your flag, and regard yourself as detached from the command of the South Atlantic squadron, and waiting orders.

The termination of the rebellion and the cessation of hostilities, which rendered necessary the reduction of the South Atlantic squadron and its consolidation, involved your detachment.

In relieving you from a command which you have conducted with ability and energy for two years, the department takes the occasion to express to you its appreciation of your services, and of the services of those who have been associated with you in the efficient blockade of the coast and harbors at a central and important position of the Union, and in the work of repossessing the forts, and restoring the authority and supremacy of the government in the insurgent States.

Respectfully,

GIDEON WELLES, *Secretary of the Navy.*

Rear-Admiral JOHN A. DAHLGREN, U. S. N.,
Washington, D. C.

OPERATIONS OF NAVAL BATTERY ON MORRIS ISLAND.

Reports of Commander F. A. Parker.

[This should have appeared in a previous report.]

UNITED STATES STEAMER DON,
Potomac Flotilla, February 13, 1865.

SIR: I enclose herewith a copy of a report made to Rear-Admiral Dahlgren, of the operations of the naval battery on Morris island, which, through some inadvertence, was not forwarded.

I have the honor to request that it may be placed on the files of the department.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES, *Secretary of the Navy.*

CAMP EDGEWOOD,
Morris Island, S. C., August 23, 1863.

SIR: I have the honor to report to you that, agreeably to instructions from General Gillmore, the naval battery under my command opened upon Fort Sumter, with two 8-inch Parrotts and two 80-pounder Whitworth guns, upon the 17th instant, since which period we have been engaged from daylight to dusk of each day, up to the present time.

The whole number of Parrott shells expended amounts to seven hundred and three, of which three hundred and seventy-three struck the fort, two hundred and fifty-two fell short or went over it, and seventy-eight "tumbled."

From the Whitworth guns two hundred and twenty-two solid projectiles were fired, of which ninety-eight hit and one hundred and twenty-four missed the fort. Upon the 19th instant one of the Whitworths was entirely disabled by the reinforce bands starting forward, and upon the 21st I discon-

tinued firing from the other, as the shot were continually jamming in the bore, in ramming home one of which four men were killed by a premature explosion of the charge.

Although shot and shell were constantly passing over and around us, through the mercy of God they harmed us not.

The officers and men under my command have done their whole duty to the country and to the navy, and to-day, as a reward of their labors, have the proud satisfaction of beholding Fort Sumter a shapeless mass of ruins, with its last gun* dismounted and fallen amid the debris.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander United States Navy.

Rear-Admiral DAHLGREN,
Commanding S. A. Blockading Squadron.

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* It was afterwards discovered that one serviceable gun remained in the fort.
F. A. PARKER.

FEBRUARY 13, 1865.

EAST GULF SQUADRON.

DESTRUCTION OF REBEL FISHERY ON MARSH ISLAND.

Report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, October 29, 1864.

SIR: I have the honor to inform you of the destruction of a valuable and extensive government (rebel) fishery on Marsh island, north of the Ocklokonee river, by an expedition from the United States steamer Stars and Stripes, Acting Volunteer Lieutenant John Sherrill, commanding.

I enclose the report of Lieutenant Sherrill, giving a detailed account of the expedition. The happy issue of this enterprise, resulting in the destruction and capture of a large amount of rebel property, and the capture of sixteen confederate soldiers, without any loss on our side, reflects credit on the officer in charge, Acting Master George E. Hill, and I heartily concur with Lieutenant Sherrill in recommending his promotion.

I also recommend Acting Ensign O. S. Roberts to the favorable consideration of the department, as he has been represented as a very worthy officer. The prisoners have been delivered to the army authorities.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Commanding E. G. B. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant John Sherrill.

UNITED STATES STEAMER STARS AND STRIPES,
Off St. Mark's, Florida, October 19, 1864.

SIR: I have the honor to report to you that having learned of the existence of a valuable and extensive government fishery on Marsh island, on the north side of the Ocklokonee river, I despatched an expedition last night, consisting of the launch and first and second cutters of this vessel, with armed crews, the whole under the command of Acting Master George E. Hill, to destroy it, and do such injury to the enemy as the circumstances and opportunity might permit.

The expedition returned at 9 o'clock this morning. Mr. Hill having landed at day-break, with thirty men, fully accomplished the object for which it was sent. All the permanent fixtures of the establishment, consisting of the fish and dwelling houses, and the kettles of the saltworks attached to the fishery, were entirely destroyed. A large and valuable seine and two fishing-boats were captured, together with sixteen (16) confederate soldiers, two of them sergeants, detailed for the purpose of operating and guarding the works. I am happy to add that the whole was accomplished without any loss on our part.

When I inform you that this was regarded as one of the most important and reliable fisheries on this coast, furnishing large supplies not only to the interior districts of this State, but also to the commissariat of the rebel army, I think that you will join with me in regarding those by whom the expedition was so efficiently carried out as entitled to the favorable consideration of the proper authorities.

To the enterprise and clear judgment of Mr. Hill the success of the expedition is chiefly due; and for this, and his long and faithful services in the navy, I would most cordially recommend him for promotion. I would further beg to refer to Acting Ensign O. S. Roberts, who displayed on this occasion that degree of zeal and intelligence that my knowledge of his antecedents led me to expect of him. His advancement to a higher grade would be but a just recognition of those qualities.

The prisoners mostly belong to the 2d and 5th Florida cavalry, and I shall send them to Key West by the first conveyance, for your disposition.

I am, very respectfully, your obedient servant,

JOHN SHERRILL,
Acting Volunteer Lieutenant, Commanding.

Acting Rear-Admiral C. K. STRIBLING,
Commanding E. G. B. Squadron.

DESTRUCTION OF SALT-WORKS IN ST. ANDREW'S BAY.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, February 13, 1865.

SIR: Referring to your letter of the 3d instant, I enclose herewith copy of a report from the commanding officer of the Midnight, of an expedition against rebel salt-works, which is all the information I have of the capture of the horses and mules referred to.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master J. C. Wells.

UNITED STATES BARK MIDNIGHT,
St. Andrew's Bay, Fla., December 4, 1864.

SIR: I have the honor to report the following, since relieving the United States bark Restless on this station:

I have had reason to believe, by what I could glean from refugees, that there was considerable salt-making on the bays above here. Consequently, on the 30th of November last, I despatched an expedition, with twenty-four men, in command of Acting Master Charles H. Cadien, accompanied by Acting Ensign E. O. Drew and Acting Assistant Surgeon Edward W. Avery, up the bay to destroy salt-works and salt, which they did effectually.

They captured and brought away with them the sixteen salt-makers, whom I have since paroled. Three contrabands, who are here, one has enlisted, and the others object to enlist, on the grounds that they have left their families

in secessia. The expedition also captured two confederate cavalry pickets, with their horses. The prisoners of war I shall send to Key West for your disposal by the earliest opportunity.

The expedition captured the following fire-arms: two flint-lock muskets, one flint-lock rifle, one breech-loading carbine; also one double-barrel fowling piece. * * * * * * *

Very respectfully, your obedient servant,

J. C. WELLS,
Acting Master U. S. N., Com'dg U. S. Bark Midnight.

Acting Rear-Admiral C. K. STRIBLING,
Commanding E. G. B. Squadron, Key West, Fla.

DESTRUCTION OF SALT-WORKS ON WEST BAY.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, February 23, 1865.

SIR: I have the honor to inform you that an expedition from the bark Midnight left the vessel on the 12th instant to destroy salt-works on West bay, and returned to the vessel on the 4th instant, having destroyed salt-works of 13,615 gallons of boiling power, besides 70 bushels of salt and 125 pounds of Epsom salt.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

JOINT EXPEDITION TO ST. MARK'S, FLORIDA.

Report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, March 3, 1865.

SIR: An expedition left here the 23d ultimo, under General Newton, for the west coast of Florida, intended for St. Mark's, or some place near it. I was happy to co-operate with the army by affording the general transportation for the troops in the Magnolia and Honduras, there being no army transport here at the time; and by ordering Lieutenant Commander Gibson, the senior officer on the blockade at St. George's sound, to unite with General Newton, with all the vessels on the blockade and cruising from St. George's sound to Tampa, leaving a sufficient force to keep up the blockade at the different ports.

Several of the vessels can enter the river at St. Mark's, and will be of great service if the general should attack that place.

We have not heard of the expedition since it left here.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Detailed report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, March 14, 1865.

SIR: I have the honor to inform you of the result of the expedition to St. Mark's, which I reported on the 3d instant left here on the 23d ultimo.

The vessels from St. George's sound, under Lieutenant Commander Gibson, and the vessels with the troops, under the command of General Newton, arrived simultaneously off St. Mark's.

The naval force then consisted of the Mahaska, Fort Henry, Spirea, Stars and Stripes, Hibiscus, Honduras, Magnolia, Britannia, (steamers,) and the schooners Matthew Vassar, O. H. Lee, and Two Sisters. Subsequently the force was increased by the Proteus, Iuka, Isonomia, and Hendrick Hudson. Commander Shufeldt, being the senior officer, assumed the command of the naval forces co-operating with the army. Arrangements were immediately made for landing the troops, and for such of the vessels to enter the river as drew the least water.

The Honduras, Fort Henry, Hibiscus, and Britannia succeeded in getting up the river some distance after great efforts. The Mahaska, Spirea, and Stars and Stripes got aground; the Stars and Stripes just below the Hibiscus, the Mahaska near the light-house, and the Spirea further out. While the vessels were attempting to ascend the river the troops were landed near the light-house, and commenced their march into the interior towards Tallahassee. Every effort was made by Commander Shufeldt to get the vessels up the river to attack the forts. On the 6th instant information was received that the army was falling back. By this time the vessels named above had succeeded in getting within a mile and a half of Fort Leon.

Commander Shufeldt deeming it, under the circumstances, useless to attempt to ascend higher, Lieutenant Commander Gibson was ordered to send a party on shore to hold the bridge, which was accomplished, and after the army had crossed, the bridge was burned by Acting Ensign Whitman, who had charge of the party. On the morning of the 7th, after an interview with General Newton, the squadron was ordered to drop back to an anchorage off the light-house. General Newton stated to Commander Shufeldt "that he had accomplished all that he contemplated at present."

There is no doubt that preparations had been made by staking out the channel, removing obstructions, and garrisoning the fort, to make St. Mark's, in some sort, a compensation for the loss of Wilmington. Commander Shufeldt states, "as the navy now has possession of the mouth of the river, (the only point which is of any naval importance whatever,) I consider the object, so far as we are concerned, fully gained." This effectually closes the river, so long as we keep an adequate force there.

I enclose a sketch of the mouth of the river, and the distance it was ascended by several vessels of the squadron.

It affords me great pleasure to report the zealous co-operation of the navy with the army on this occasion. All worked with a will, and the only regret felt by the officers and men was their not being able to get under fire. The arrangements made by Lieutenant Commander Gibson, before the arrival of Commander Shufeldt, were judicious; and the zeal, intelligence, and industry of Commander Shufeldt, ably supported as he was by the officers and crews of the vessels, in ascending the river, is worthy of commendation.

I beg to commend to your favorable notice Acting Ensign Whitman and the four men named in the letter of Commander Shufeldt, herewith enclosed.

Although the expedition has not been attended with the success expected, it has been the means of showing the temper of the officers and men of this

squadron, who, from the nature of the blockade service, have not been so situated as to render any brilliant service, but are ready and anxious for an opportunity to show that they are made of the same stuff that gained such glorious victories at New Orleans, Fort Morgan, and Fort Fisher.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Commander R. W. Shufeldt.

UNITED STATES STEAMER PROTEUS,
Off St. Mark's, March 10, 1865.

SIR: In connexion with a military expedition towards St. Mark's, Florida, in which the naval forces on this station co-operated, I have the honor to recommend for promotion to the grade of acting master, Acting Ensign John F. Whitman, of the schooner O. H. Lee, for efficient services on shore and for general good conduct, as reported to me by Lieutenant Commander Gibson, of the Mahaska. The general commanding also brings to my notice, as deserving the highest praise for good conduct and gallantry, George Pyne, seaman; Thomas Smith, seaman; Charles Reed, ordinary seaman, and John S. Land, landsman—all of the steamer Magnolia—while serving with the army in charge of navy howitzers. These men (Pyne particularly, although wounded) stuck to their guns throughout a severe engagement, in a manner highly creditable to themselves and to the service to which they belong.

Very respectfully,

R. W. SHUFELDT,
Commanding and Senior Officer present.

Approved and forwarded.

C. K. STRIBLING,
Commanding E. G. B. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Additional report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, March 14, 1865.

SIR: Referring to the report of Commander Shufeldt, enclosed in my despatch No. 74, of the good conduct of George Pyne, seaman Charles Reed, John S. Land, and Thomas Smith, of the Magnolia, I beg leave to add the names of George Shultz and John Mack, of the Hendrick Hudson, whose names were accidently omitted, who, with the others named in the report, deserve honorable mention for their coolness and determination under fire, and remarkable efforts in rendering assistance in transportng the guns.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Comd'g E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

EXPEDITION TO THE CHATTAHOOCHIE RIVER.

Report of Acting Rear-Admiral C. K. Stribling.

HEADQUARTERS EASTERN GULF BLOCKADING SQUADRON,
Key West, Florida, March 6, 1865.

SIR: I enclose herewith the report of Acting Master Wells, of an expedition from the Midnight, for the purpose of capturing a steamer on the Chattahoochie river, and though it did not succeed in capturing the vessel, it was otherwise successful in capturing sixteen soldiers and bringing off forty-three contrabands, without any loss of men.

I have the honor to be, very respectfully, your obedient servant,

C. K. STRIBLING,
Acting Rear-Admiral, Com'dg E. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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Report of Acting Master J. C. Wells.

UNITED STATES BARK MIDNIGHT,
St. Andrew's Bay, Florida, January 29, 1865.

SIR: I have the honor to enclose you the following report of an expedition sent from this ship in command of Acting Master Charles H. Cadien, accompanied by Acting Assistant Surgeon E. W. Avery, Acting Ensign W. H. Grubb, Acting Master's Mate J. R. Mitchell, with the launch, howitzer, and second cutter, containing thirty armed men. The object of the expedition was to capture the steamer that runs from Columbus, Georgia, to Reeve's bluff, with supplies for the confederate army. The details of the expedition I state hereunder, as given to me by Acting Master Charles H. Cadien. They are as follows:

On the 16th instant, in obedience to your orders, at 2 p. m. I left the ship with the expedition. Taking young man Parker, refugee, as pilot, I proceeded up St. Andrew's bay, and at 10.30 p. m. landed at Barge bluff, situated on Witappo creek, one mile from the head of East bay. Here we encamped for the night, and at daylight on the following morning proceeded up the Witappo. At 8 a. m. we arrived at the lagoon, where I concealed the launch, transferring the howitzer and ammunition to the second cutter. I sent it up the creek to what is known as the old salt-house. I proceeded by land with the balance of the party and reached the salt-house at noon on the 17th instant. Here I was joined by three deserters, who met me by a previous appointment. Having sent a party to guard the Old Telegraph road, which the rebel cavalry were said to patrol, I started in company with one of the deserters by the name of Tate, for the house of his father, who is a strong Union man. I procured from him a wagon and two yoke of oxen so as to transport the second cutter across the country to the Chipold river. I then returned to the salt-house, were I arrived at 11 p. m. At 5 a. m. I got the boat ready for transportation, and at 8 o'clock we started. The road running from the salt-house to White's bluff was in a very bad condition, so that our progress was slow. We arrived at the bluff at 10 p. m., a distanceof foruteen miles. The Chipold enters the Appalachicola twenty miles below White's bluff; but eight miles above the bluff there is a "cut-off" which connects with the Appalachicola. At daylight we took in the picket from the Old Telegraph road, and having embarked part of the men in the 2d cutter and the remainder in canoes,

we proceeded up the river. We landed at the house of Mr. Whitehard, whose son was with us, and remained there for the day and night. I here found a runaway negro who was well acquainted with the country, and who promised to be our guide. At 3 p. m. I started for the house of Mr. Caranay to get information in regard to a steamer said to ply in the Appalachicola, between Chattahoochie and Ricoe's bluff, and which I was hoping to capture. I remained there the night and returned on the morning of the 20th. At 2 p. m. we embarked and proceeded through the "cut-off" into the Appalachicola. The river being very high and weather rainy, we made slow progress. At 8 p. m. we arrived at Atkins's landing and encamped for the night. At 10 a. m. on the 21st we re-embarked and kept the river to a place which I learned from our guide was suitable for concealment. Here the fields were overflowed to a depth of three and four feet. Accordingly, we took the boat and canoes across the field behind a clump of trees, where they were concealed from the river. Leaving a guard in the boats, I proceeded with the remainder of the party along a high ridge about a mile, and selected a very dense place for our camp. At 4 p. m. I left the camp with two men and the guide to reconnoitre the vicinity of Ricoe's bluff, seven miles distant. We went up the Appalachicola two miles, and turning into the Florida river, proceeded to the junction of the Wepaluxet creek; proceeding up the creek five miles, we landed at a place one mile in the rear of Ricoe's bluff. On the bluff is the residence of a planter named Nixon. My guide being acquainted with all the negroes on the plantation, called out one that was deemed trustworthy, and from him I received the following information, viz: That the steamer was expected daily, and that there was a picket of thirteen men at the bluff, commanded by a lieutenant. I approached so close to the picket station as to be able to see the sentinel on duty and ascertain where the guard slept. I then returned to the camp, arriving at 11 p. m. We remained in camp during the following day and night. On the 23d, at 2 p. m. we embarked, and at 5 p. m. we arrived at an old gin-house on the banks of the Wepaluxet creek, one and a half mile from Ricoe's bluff. Here we remained through the night, intending to return to our encampment the following day if the steamer did not arrive that night. At 7 a. m. on the 24th a little negro girl came in sight of our pickets, and being frightened, ran away, contrary to our orders to stop. Seeing that we were discovered, I immediately held a conversation with the officers. We concluded that the best course to pursue, under the circumstances, was to capture the pickets and return. Accordingly, at dusk we started for the camp, which is about a mile from the bluff; arriving in sight of the camp-fires we halted and concealed ourselves until about 8 p. m., when everything seemed favorable for the attack. After stationing five men as pickets to prevent any escape, I divided the remainder of the party into four squads, each under command of an officer, with instructions to quietly surround the houses that had lights and fires in them. In this way we charged together upon the houses, burst open the doors and took every one prisoner without firing a gun. We captured here one lieutenant, one sergeant and three privates, also ten horses, eight carbines, two shot-guns, one musket, and one rifle. Leaving our prisoners under guard, we started for the bluff, where a picket of four men was stationed. At the same time Mr. Grubb, with four men, surrounded the house of Mr. Nixon, and succeeded in capturing his son, who is a sergeant in Smith's cavalry company, he being home at the time on a furlough. With the remainder of the party I captured the picket at the bluff. We then returned to the camp with our prisoners. Leaving the camp, Dr. Avery, myself, and a boy as guide, started for a house a mile and a half distant, where we captured the only remaining picket at the station. Returning to the camp we remained there until daylight, when we left for the bluff. Here upwards of

thirty negroes—men, women and children, were collected, desiring to go with us. On the bluff was a government storehouse containing a large quantity of corn, which I destroyed by fire. Embarking all the prisoners and negroes, I proceeded down the creek, taking the precaution to remove all boats at Ricoe's bluff and on the creek to prevent pursuit. I was obliged to leave the horses, having no means of transporting them across the river. Arriving at the mouth of the creek, I sent Mr. Grubb with the negroes and prisoners down the river to White's bluff. Taking four men I started for Freeman's, a planter, who owned about a dozen negroes. I arrived there at 4 p. m. and took every negro on his plantation, also one rifle and one double-barrelled fowling piece. I immediately proceeded down the river to White's bluff, arriving on the following morning at 9.30 a. m. I found that Mr. Grubb had sent the prisoners and negroes across the country towards the salt-house, keeping a boat's crew with him at the bluff. Procuring a team from Mr. Tate to transport the baggage, I sent the remainder of the negroes across the country. I then ordered Mr. Grubb to proceed down the river with the 2d cutter and a crew of eleven men to capture a picket of six men, which was stationed at old Fort Gadsen, and proceed down the river and report to blockading vessel at Appalachicola bay, and return to the Midnight along the coast. I then returned to the salt-house and down the creek to the place where the launch was concealed. Here I encamped for the night. On the morning of the 27th, I sent the contrabands down the creek, in charge of Mr. Mitchell, with orders to land them at Barge bluff. The prisoners were sent down to the ship in charge of Dr. Avery, with orders to report to you to send back the launch in tow of the 1st cutter. I remained at the salt-house with two men to forward the baggage to the bluff, where I arrived on the morning of the 28th. At 5 p. m. the launch and 1st cutter arrived from the ship. At 6 p. m. we embarked and proceeded to the ship, where we arrived at 4 a. m. on the 29th.

The following are the details of the expedition of Acting Ensign W. H. Grubb, in obedience to orders received from Acting Master Charles H. Cadien, in Appalachicola river:

UNITED STATES STEAMER MIDNIGHT,
St. Andrew's Bay, Florida, January 31, 1865.

SIR: In obedience to Mr. Cadien's orders, I left White's bluff at 1.30 p. m. of the 26th instant in the 2d cutter with a crew of eleven men. Passing down the Chipola river, through Gum swamp, I arrived at Fort Gadsen shortly after dark, a distance of thirty-five miles. Having been informed that the picket was in the habit of staying in a scow in the middle of the river, I took in my oars about two miles above the fort and drifted silently down the stream, having hands ready with boat-hooks to grapple as we came alongside. But no scow was there, it having sunk about two weeks before. Having drifted past the fort, I landed my party one-half mile below and attempted to march up, but was stopped by a wide, deep creek which we could not cross. Embarking my party again and muffling the oars, I pulled up the river about one mile and landed at Brickyard bluff; moving quickly across the fields we captured the sentry, and entering the guard-house found a sergeant and one man, which was all that were on the station at that time, three men having permission to pass the night at their homes. Taking the three prisoners and their arms, we went up to the house of a Mrs. Buckles and encamped for the remainder of the night. At 8 a. m. of the 27th I started for the house of a man named Wellington, five miles down the river; as we approached the house he started for the woods and escaped. I secured his carbine, shot his horse, and started for a place called Bloody bluff, where two men lived belonging to the same company. We found them at home, and

took them and their arms. At 1.30 p. m. we started for the blockade at Appalachicola, arriving at 10 p. m. I reported immediately to Acting Volunteer Lieutenant Baxter, commanding the United States steamer Fort Henry, who ordered the United States steamer Sunflower to take us to St. Andrew's bay. We left West Pass at 4.30 p. m. of the 29th instant, and arrived at 8 a. m. next morning, bringing five prisoners and six stand of arms. The result of the above expeditions is briefly this, viz: the capture of one lieutenant, three sergeants, twelve privates, and nineteen stand of arms, besides bringing away forty-three contrabands, and destroying a government storehouse which contained 150 bushels of corn belonging to the confederate government. I would further state that I cannot speak too highly of the officers and men (without exception) belonging to this ship for their bravery and the amount of good judgment shown on their numerous expeditions.

Very respectfully,

J. C. WELLS, *Acting Master, Commanding.*

Acting Rear-Admiral C. K. STRIBLING,
Com'dg E. G. B. Squadron, Key West, Florida.

Respectfully submitted.

C. K. STRIBLING,
Commanding E. G. B. Squadron.

APPRECIATORY LETTER FROM THE SECRETARY OF THE NAVY TO COMMODORE C. K. STRIBLING.

NAVY DEPARTMENT, *July* 14, 1865.

SIR: Your letter of the 12th instant, reporting your arrival at Boston, in the Powhatan, in pursuance of orders from the department, has been received.

You are hereby detached from the command of the late East Gulf squadron, and will haul down your flag and regard yourself as waiting orders.

The department takes pleasure in expressing its appreciation of your services while in command of that squadron.

Respectfully,

GIDEON WELLES, *Secretary of the Navy.*

Commodore C. K. STRIBLING,
United States Navy, Boston, Massachusetts.

WEST GULF SQUADRON.

MOBILE, ALABAMA.

RECONNOISSANCE IN MOBILE BAY BY GUNBOATS.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP RICHMOND,
Mobile Bay, March 12, 1865.

SIR: I have the honor to inform the department that I received official information from General Canby, under date of the 8th instant, informing me that there were indications that the rebels had torn up about thirty miles of the Montgomery and Mobile railroad, in the neighborhood of Pollard, and were removing the material in the direction of Montgomery, indicating an evacuation of Mobile, and suggesting to me a reconnoissance in force by the gunboats, which I made yesterday with the five monitors, in as close proximity as the shallow water and the obstructions would permit, drawing from the enemy heavy fire, and proving that the defences were intact.

As soon as General Canby is ready to advance, I shall co-operate as effectively as the depth of water in the upper bay will allow.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

JOINT EXPEDITION.—OPERATIONS IN FISH RIVER.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP GLASGOW,
Mobile Bay, March 21, 1865.

SIR: I have the honor to inform the department that the troops under command of General Canby are now being landed from army transports and navy tin-clads on the right bank of Fish river, at a point called Danley's mills, about seventeen (17) miles above its junction with Mobile bay, whilst the gunboats have been shelling the woods from Point Clear to Blakely River bar, for the purpose of clearing the coast of the enemy's forces, supposed to be lurking in that vicinity, and also of drawing the fire of the batteries, should there be any new ones erected between Point Clear and Spanish Fort (below Blakely.)

General Canby will advance as rapidly as the necessary constructions of bridges for the passage of artillery over the numerous streams and swamps will admit; and such of the naval force as are of suitable draught for the shallow waters of the upper bay will co-operate with the general along shore, keeping open communication by signals.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF FORT ALEXIS AND SPANISH FORT.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 9, 1865.

SIR: I have the honor to inform the department that the Fort Alexis and Spanish fort fell into our hands last night and at one a. m. to-day.

These very strong works were heavily bombarded last evening, from five until seven o'clock, by army and navy. Our battery on shore, under command of Lieutenant Commander Gillis, late of the United States iron-clad Milwaukie, is highly spoken of by General Canby for its efficiency in the attack. The stars and stripes are now flying over the walls of these works, which are considered the key to Mobile.

Our prisoners will amount to from 1,600 to 2,000 men, and 16 heavy guns. Eighteen large submerged torpedoes were taken by our boats from Apalacha or Blakely river last night in the immediate vicinity of our gunboats. These are the only enemies that we regard.

I trust at an early day to be able to inform the department that the city of Mobile is ours. The enemy have lost heavily in killed and wounded since this attack commenced, and the interior of the forts this morning is reported to be strewn with dead and wounded.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear Admiral, Com'dg West Gulf Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

CAPTURE OF FORTS HUGER AND TRACY.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Mobile, April 12, 1865.

SIR: I have the honor to inform the department that on Monday, the 10th instant, subsequent to the capture of Fort Alexis and Spanish fort, detailed in my despatch No. 53, dated April the 9th, the Octorara, Lieutenant Commander W. W. Low, and the iron-clads, were enabled, in consequence of the thorough dragging of the Blakely river, through the indefatigable and intel-

ligent exertions of Commander Pierce Crosby, of the Metacomet, to move up the river nearly abreast of Spanish fort, from which point Lieutenant Commander Low, with his rifled gun, shelled with great precision Forts Huger and Tracy, and with such effect that both these forts were evacuated on the evening of the 11th, and our forces took possession, capturing a few prisoners in the adjoining marsh. These forts I shall hold until General Canby can garrison them with his troops.

This morning I moved with the gunboats, convoying eight thousand men of General Granger's force, to the west side of Mobile bay, for the purpose of attacking Mobile. On our arrival it was soon ascertained that the enemy had evacuated all their defences and retreated with their gunboats up the Alabama river. The gunboats will in a few days unquestionably be captured unless destroyed by the rebels themselves.

General Granger and myself have just sent into Mobile a formal demand to the mayor for its unconditional surrender, which will undoubtedly be accorded, as the city is now at our mercy. The navy has already hoisted the stars and stripes over the walls of Fort Pinto and Spanish River battery. We also have entire possession of Choctaw Point battery and three heavy forts below it, within Ganon's bend.

I shall place a sufficient number of gunboats directly in front of the city to give efficient protection to the loyal inhabitants, of which I learn there are a great number.

General Canby, with the forces under his immediate command, is at present in Blakely, though I have constant telegraphic communication with him.

I send this despatch to Lieutenant Commander J. H. Gillis, whose vessel, the Milwaukie, was, as the department has already been informed, destroyed by a torpedo. I subsequently gave him charge of the naval battery on shore, with which he rendered very effective service in the shelling of Fort Alexis and Spanish fort. I commend him to the attention of the department for zeal and gallantry.

I am also much indebted to Commander Crosby, who has been untiring in freeing the Blakely river of torpedoes, having succeeded in removing over one hundred and fifty, a service demanding coolness, judgment, and perseverance.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,
Commanding West Gulf Squadron.

SURRENDER OF MOBILE TO THE NAVY AND ARMY.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF B. SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Mobile, April 15, 1865.

SIR: In my last despatch, of the 12th instant, I had the honor to inform the department that General Granger and myself had demanded the immediate and unconditional surrender of the city of Mobile, and that it would undoubtedly be accorded, as the city was at our mercy and we were in possession of the outside forts. The officers detailed by General Granger and myself were met by the mayor and other authorities near the entrance of the city, and a demand for its surrender was there made. The parties then repaired to the city hall, where the mayor addressed us the following communication:

MAYOR'S OFFICE, *City of Mobile, April* 12, 1865.

GENTLEMEN: I have the honor to acknowledge the receipt of your communication at the hands of Lieutenant Colonel R. G. Laughlin, of the staff of Major General Granger, commanding thirteenth army corps, and Lieutenant Commander S. R. Franklin, United States navy, of the staff of Admiral Thatcher, demanding the immediate and unconditional surrender of this city. The city has been evacuated by the military authorities, and its municipal authority is now within my control. Your demand has been granted, and I trust, gentlemen, for the sake of humanity, all the safeguards which you can throw around our people will be secured to them.

Very respectfully, your obedient servant,

R. H. SLOUGH,
Mayor of the City of Mobile.

Major General GORDON GRANGER,
Commanding Thirteenth Army Corps.
Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

The flag of the United States was then hoisted on the city hall, and a portion of the troops immediately advanced to preserve order and to prevent pillage.

The provost guard being established, the works around the city, which are of immense extent and strength, were then garrisoned.

The navy yard has been seized in behalf of the navy, but most of its contents had been destroyed, except some lumber and a quantity of soft coal.

The Octorara and three river monitors are now at anchor in front of the city, having passed up the Blakely and thence down the Tensas. The former and one of the iron-clads will be sent up to the Tombigbee river, where the rebel iron-clad Nashville and the gunboat Morgan have fled; but the Huntsville and Tuscaloosa, two powerful rams, were sunk in Spanish river before the evacuation.

Our naval forces are now busily engaged in blowing up and removing the obstructions in the main ship channel, which have proved to be very formidable and full of torpedoes, although we are removing them rapidly. I regret, in this connexion, to inform the department that the tug Ida has been destroyed by a torpedo whilst engaged in this work, as well as a launch of the Cincinnati, and that the tug Althea was destroyed in dragging for torpedoes in Blakely river; also that the gunboat Sciota was sunk yesterday, whilst under way, running across the bay, in twelve feet of water. There is a prospect of raising this last vessel and repairing her damages.

The reports of the commanding officers of the vessels thus lost, together with lists of the killed and wounded, will be forwarded as soon as received.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

P. S.—So far as ascertained, the number of guns captured by the army and navy will not fall short of four hundred, many of them new and of the heaviest calibre. The amount of ammunition and ordnance stores is also very large.

H. K. T.

COMPLIMENTARY LETTER TO ACTING REAR-ADMIRAL H. K. THATCHER AND MAJOR GENERAL GRANGER.

NAVY DEPARTMENT, *April* 29, 1865.

SIR: The department has received your several despatches, from time to time, advising it of your operations before Mobile, the last one, dated the 15th instant, announcing the surrender, on the day previous, of the city to the army and naval forces commanded, respectively, by Major General Granger and yourself.

The department had watched with considerable interest, but with no fear of an unsuccessful result, the combined army and naval movements against the immediate defences of Mobile for the last few weeks, and after the capture of Fort Alexis and Spanish Fort and the successful shelling resulting in the evacuation of Forts Tracy and Huger, was not surprised to learn of the retreat of the insurgent force to the interior, and the abandonment of their last formidable foothold on the coast.

Although no bloody strife preceded the capture of Mobile, the result was none the less creditable. Much had been expended to render it invulnerable, and nothing but the well-conducted preparations for its capture, which pointed to success, could have induced the rebel commander to abandon it with its formidable defences, mounting nearly 400 guns, many of them of the newest pattern and heaviest calibre, its abundant supply of ammunition and ordnance stores, and its torpedo-planted roads and waters, without a serious conflict.

I am happy in extending to you, and those under your command, and to Major General Granger, and those under his command, the congratulations of the Navy Department for this victory, which places in our possession, with but one exception, all the chief points on the southern coast, and bids fair to be the closing naval contest of the rebellion.

Very respectfully, &c.,

GIDEON WELLES, *Secretary of the Navy.*

Acting Rear-Admiral H. K. THATCHER,
Com'dg West Gulf Blockading Squadron, Mobile, Ala.

SURRENDER OF THE REBEL NAVAL FORCES IN THE WATERS OF ALABAMA.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Mobile, Alabama, May 6, 1865.

SIR: I have the honor to inform the department that on the night of the 4th instant I received written propositions from Commodore Ebenezer Farrand, commanding the confederate naval forces in these waters, to surrender to me all the rebel naval forces, officers, men, and public property yet afloat under his command, and now blockaded by a portion of our naval forces, in the Tombigbee river, and desiring a meeting with me to arrange the terms of surrender to the United States. I accordingly met Commodore Farrand at Citronelle, a point about 35 miles above this city, and accepted his proposals on the same basis and terms granted by Lieutenant General Grant to Lieutenant General Lee, by General Sherman to General Johnston, and by Major General Canby to Lieutenant General Richard Taylor; the latter surrender having taken place at the same point and time, General Canby

being present. Some days will necessarily elapse before all the arrangements can be completed for the reception of the confederate officers, men, vessels, and property, when further details, with copies of all correspondence and the written agreement and obligations, will be officially made known to the department.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Detailed report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, FLAG-SHIP STOCKDALE,
Off City of Mobile, May 15, 1865.

SIR: In my despatch No. 94, dated the 6th instant, I informed the department that Commodore Farrand had surrendered the rebel naval forces under his command. The day previous to the proposition for surrender preparations had been made to attack the rebel vessels in the Tombigbee with this fleet, and which attack would undoubtedly have been made had Commodore Farrand withheld his surrender another day. The memorandum of the agreement for surrender between that officer and myself was signed on the 4th instant in duplicate, and a copy of it is herewith enclosed, (marked No. 1.) On the 8th instant, in accordance therewith, I deputed Commander E. Simpson, fleet-captain, to proceed to the Tombigbee river and receive the surrender, furnishing him with written instructions, a copy of which is enclosed, (marked No. 2.) The formal surrender took place on the tenth (10th) instant at Nanna Hubba bluff, on the Tombigbee river, the full particulars of which are given in the report of Commander Simpson, to which the attention of the department is called. (Enclosed, marked No. 3.) A copy of the list of the officers paroled accompanies this despatch, (marked No. 4.) There were other officers attached to the command of Commodore Farrand, who were absent on leave given previous to the agreement to surrender, whose names, of course, do not appear on this list, though on the rolls of the paymaster of the different rebel vessels. As these officers come in their paroles will be taken, and their names subsequently forwarded. I also enclose copies of the paroles given by commanding officers for men surrendered, (marked Nos. 5, 6, 7, and 8.) The Morgan, Baltic, and Black Diamond are now anchored off the city, and surveys of these vessels and the Nashville, embracing their hulls, armaments, condition, &c., are now in progress, which will be forwarded as soon as practicable. The Nashville is aground at the junction of the Alabama and Tensas rivers, and cannot be got off until a rise in the rivers. None of the above vessels are coppered, and of course are unfit to cruise in salt water.

In accordance with the 6th clause of the agreement of the 4th instant, that after the surrender transportation and subsistence would be furnished by me for officers and men to the nearest practicable point to their respective homes, I have directed Commander S. D. Trenchard, of the Rhode Island, to receive on board certain of the officers, a list of whom is herewith enclosed, (marked No. 9,) and deliver them at Hampton Roads to the senior officer present, and, after forwarding from that point this and other despatches to the department, to proceed, in obedience to his original orders, to New York.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Conditions of the surrender.

Memorandum of the conditions of the surrender of the confederate naval forces serving under the command of Commodore Ebenezer Farrand in the waters of the State of Alabama, made at Sidney, Alabama, May 4, 1865.

First. The officers and men to be paroled until duly exchanged, or otherwise released from the obligations of their parole, by the authority of the government of the United States. Duplicate rolls of all officers and men surrendered to be made, one copy to be delivered to the officer appointed by Acting Rear-Admiral H. K. Thatcher, and the other retained by the officer appointed by Commodore E. Farrand; officers giving their individual paroles, and commanders of vessels signing a like parole for the men of their respective commands.

Second. All vessels of war, their guns and equipments, all small-arms, and ammunition and stores on board the said vessels, to be delivered over to the officer appointed for that purpose by Acting Rear-Admiral Thatcher. Duplicate inventories of the property surrendered to be prepared; one copy to be retained by the officer delivering, and the other by the officer receiving it, for our information.

Third. The officers and men paroled under this agreement will be allowed to return to their homes, with the assurance that they will not be disturbed by the authorities of the United States so long as they continue to observe the condition of their paroles and the laws in force where they reside, except that persons residents of northern States will not be allowed to return without special permission.

Fourth. The surrender of property will not include the side-arms or private baggage of officers.

Fifth. The time and place of surrender will be fixed by us, respectively, and will be carried out by officers appointed by us.

Sixth. After the surrender, transportation and subsistence to be furnished by Acting Rear-Admiral H. K. Thatcher for officers and men to the nearest practicable point to their respective homes.

H. K. THATCHER,
Acting Rear-Admiral U. S. N., Com'dg West Gulf Squadron.
E. FARRAND,
Flag Officer, Com'dg C. S. Naval Forces in waters of Alabama.

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Instructions from Acting Rear-Admiral H. K. Thatcher to Fleet Captain Edward Simpson.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off City of Mobile, May 8, 1865.

SIR: Having signed and exchanged copies of an agreement with Commodore E. Farrand, commanding officer of the vessels of the Confederate States navy in the waters of the State of Alabama, on the 4th instant, the terms of which are contained in the enclosed document, you will proceed with the United States steamer Cincinnati to the Tombigbee river, the point designated for the surrender of the vessels under the command of Commodore Farrand, and receive from the officer appointed by Commodore Farrand the said vessels, their guns, equipments and stores, the paroles of officers for themselves individually, and for the seamen, marines, &c., on board thereof who were under the command of Commodore E. Farrand on the 4th instant. Having received the surrender of the said vessels, their appurtenances and stores, you will cause them to be brought down to a safe anchorage in front

of the city of Mobile, and there report to me. Should any of the paroled officers or men desire to remain where they now are, they may do so ; the others, in accordance with the terms of surrender, will receive transportation and subsistence to the nearest practicable point to their respective homes. The steamers designated in verbal orders will accompany you to the Tombigbee. Suitable officers, engineers and crews to navigate the surrendered vessels will accompany you to the place of surrender, and they alone will man them.

Very respectfully,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Commander EDWARD SIMPSON,
Fleet Captain, West Gulf Squadron.

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Report of Fleet Captain Edward Simpson.

UNITED STATES FLAG-SHIP STOCKDALE,
West Gulf Squadron, off Mobile, Ala., May 11, 1865.

SIR: I have the honor to report that, in obedience to your order, I proceeded in the iron-clad steamer Cincinnati on the 9th instant up the Tombigbee river to Nanna Hubba bluff, for the purpose of receiving the surrender of the vessels under the command of Commodore Ebenezer Farrand, of the Confederate States navy. The iron-clad steamer Chickasaw and the tin-clad Nyanza accompanied the Cincinnati. On the morning of the 10th instant the vessels had all assembled at the bluff. Lieutenant Commanding J. Myers, the officer appointed by Commodore Farrand to make the surrender, came on board, and, after some consultation with me on the points of the condition of the surrender, surrendered the following vessels, viz: Morgan, side-wheel gunboat; Nashville, side-wheel iron-clad; Baltic, side-wheel transport; Black Diamond, side-wheel river boat.

I received inventories of the stores on board each vessel, as well as an inventory of stores brought from the naval station, which were stored on board of the river steamboat Southern Republic, which vessel had been seized by Commodore Farrand for the purpose of receiving these articles when the naval station at Mobile was evacuated. A letter from the captain of the Southern Republic accompanies this report.

The only use that I have made of the vessel was to transport the confederate officers and men to Mobile.

I received the accompanying rolls of all the officers and men, after which I paroled one hundred and twelve officers, two hundred and eighty-five enlisted men, and twenty-four marines. The officers gave their individual paroles in duplicate, and the commanding officers of the vessels gave their paroles for the men of their respective commands.

Having completed the duty on which I was ordered, I have returned to Mobile with a portion of the vessels.

I enclose the memorandum of the conditions for the surrender, a copy of my instructions, and a copy of the instructions given to Lieutenant Commanding J. Myers by Commodore Farrand, and also the invoices of the stores, &c., received.

Very respectfully, your obedient servant,

E. SIMPSON,
Fleet Captain, West Gulf Squadron.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Instructions from Commander Farrand (rebel) to Lieutenant Commander Julian Myers (rebel.)

HEADQUARTERS NAVAL COMMAND,
Steamer Southern Republic, McDowell's Landing, May 5, 1665.

SIR: You will proceed to Nanihubba bluff for the purpose of carrying out the terms of surrender of the naval forces under my command, agreed upon on the 4th instant, a copy of which is herewith enclosed.

Very respectfully, your obedient servant,

EBEN. FARRAND, *Flag Officer, &c.*

Lieutenant Commanding JULIAN MYERS,
P. N. C. S. Steamer Southern Republic.

Parole given by, and list of, officers and men surrendered.

We, the undersigned, prisoners of war belonging to the confederate naval forces serving under the command of Commodore Ebenezer Farrand, in the waters of the State of Alabama, this day surrendered by Commodore Ebenezer Farrand to Acting Rear-Admiral Henry K. Thatcher, United States navy, commanding the West Gulf squadron, do hereby give our solemn parole of honor that we will not hereafter serve in the navy of the Confederate States, or in any military capacity whatever, against the United States of America, or render aid to the enemies of the latter, until properly exchanged in such manner as shall be mutually approved by the respective authorities.

Done at Manna Hubba bluff, on the Tombigbee river, Alabama, this tenth day of May, eighteen hundred and sixty-five.

L. Rosseau, captain.
Ebenezer Farrand, flag-officer.
Charles W. Hays, lieutenant.
Julian Myers, lieutenant.
C. P. McGary, lieutenant.
Charles E. Yeatman, lieutenant.
F. Watlington, lieutenant.
E. G. Booth, assistant surgeon.
N. E. Edwards, assistant surgeon.
Wm. W. J. Wells, paymaster.
Robert C. Powell, assistant surgeon.
Wm. Fisk, jr., chief engineer.
Albert P. Hulse, secretary.
P. U. Murphey, lieutenant.
J. E. Armour, paymaster.
Lewis W. Munro, surgeon.
E. Lloyd Winder, lieutenant.
A. L. Myers, master.
D. R. Lindsay, naval storekeeper.
Thos. G. Lang, 3d assistant engineer.
D. B. Conrad, fleet surgeon.
Geo. H. Oneal, assistant paymaster.
J. M. Pearl, assistant paymaster.
J. R. Jordan, 1st assistant engineer.
S. S. Herrick, assistant surgeon.
F. B. Dornin, passed midshipman.
J. S. Wooddell, clerk.
John H. Pippen, clerk.
John E. O'Connell, 2d assist. engineer.
W. B. Patterson, 3d assist. engineer.
Edward Cairy, assistant surgeon.
Jos. Preble, acting master.
G. W. Turner, acting master's mate.
W. A. Gardner, 3d assist. engineer.
G. E. Courtin, paymaster's clerk.
Edward P. Herssend.
Jos. L. Wilson, paymaster's clerk.
Jas. H. Marsh, navy yard clerk.
Benjamin G. Allen, gunner.
J. R. Shackett, pilot.
G. H. Lindenberger, mechanic.
W. D. Crawford.
J. H. Hunt, A. M. M., com'dg st'r Baltic.
Ira W. Porter, acting gunner.
B. H. Weaver, acting assist. engineer.
J. W. Bennett, lieut. commanding.
G. A. Joiner, passed midshipman.
Wm. Carroll, passed midshipman.
G. H. Wellington, 3d assist. engineer.
Z. A. Offutt, gunner.

Howard Quigley, 1st assist. engineer.
H. S. Smith, gunner.
C. H. Mallery, gunner.
J. M. Smith, paymaster's clerk.
George Newton, sailmaker.
Thos. L. Harrison, lieutenant.
O. S. Iglehart, passed ass't surgeon.
D. G. Raney, jr., 1st lieutenant M. C.
W. G. Craig, master P. N. C. S.
Jos. R. DeMahy, master P. N. C. S.
M. M. Seay, assist. pay'r P. N. C. S.
N. M. Read, assistant surgeon.
G. D. Lining, 1st assist. engineer.
J. R. Y. Fendall, 1st lieutenant C. S. M.
A. P. Beinre, passed midshipman.
R. J. Deas, passed midshipman.
E. Debois, second assistant engineer.
M. M. Rogers, 3d assistant engineer.
F. A. Lombard, 3d assist. engineer.
Chas. A. Joullian, 3d assist. engineer.
J. Fulton, third assistant engineer.
G. W. Naylor, 3d assistant engineer.
Wm. Fink, paymaster's clerk.
F. B. Green, master's mate.
Avery S. Winston, M. mate P. N. C. S.
John Curney.
Jos. M. Walker, pilot.
W. L. Cameron, paymaster's clerk.
Lewis Williams, engineer.
M. L. Shropshire, act. 1st ass't eng'r.
J. V. Harris, assistant surgeon.
Benj. Herring, first engineer.
J. P. Redwood, clerk.
E. W. Johnston, master's mate.
James White, master's mate.
Wm. C. Dogger, engineer.
Wm. P. A. Campbell, 1st lieutenant.
Julian M. Spencer, 1st lieutenant.
Jasan C. Baker, 1st lieutenant.
W. F. Robinson, 2d lieutenant.
Robert F. Freeman, passed as't sur.
G. W. Claiborne, assistant surgeon.
H. E. McDuffie, assistant paymaster.
A. N. Bully, master.
W. Youngblood, chief engineer.
John L. Rapier, 2d lieutenant.
Wm. Fauntleroy, 2d assist. engineer.
Geo. J. Weaver, 2d assist. engineer.
J. Thomas Maybury, gunner.
S. H. McMaster, paymaster's clerk.
H. L. Manning, master's mate.
Joseph Fry, lieut. commanding.
Page M. Baker, master's mate.
John G. Blackwood, 1st lieutenant.
Wm. H. Haynes, gunner.
Hiram G. Goodrich, 3d assist. eng'r.
John Applegate, 3d assist. engineer.
Edwin Weaver, 3d assist. engineer.
Jacob H. Turner, acting M. mate.
Thos. A. Wakefield, 3d assist. eng.
J. D. Johnston, commander.
W. W. Graves, assistant surgeon.
W. T. J. Kunsh, 3d assist. engineer.
Henry D. Bassett, acting constructor.

The next enclosure is the parole given by the seamen of the Confederate States navy serving on different vessels, fifty-three in number, entered into in their behalf by Julian Myers, acting fleet-captain.

The next, the parole given by one hundred and twenty men of the steamer Morgan, entered into in their behalf by Joseph Fry, lieutenant commanding the Morgan.

The next, the parole given by one hundred and twelve men of the Nashville, entered into in their behalf by J. W. Bennett, lieutenant commanding the Nashville.

The next, the parole given by twenty-four marines, entered into in their behalf by D. G. Raney, jr., first lieutenant Confederate States marine corps, commanding marines.

Entrance of gunboats into Blakely river.—Complimentary letter relative to Commodore Palmer.

UNITED STATES FLAG-SHIP STOCKDALE,
West Gulf Squadron, Mobile, Ala., May 3, 1865.

SIR: The department was informed by Commodore Palmer, under date of February 10, 1865, that he would avail himself of the permission granted by it to return north after the fall of Mobile; and as he is now about to leave

this squadron, I beg leave to say that he has rendered me most efficient and untiring service throughout the attack upon the defences of the city, which has resulted so favorably to our arms; and I am indebted to him for the admirable manner in which the vessels to be employed for this service were prepared under his supervision previous to my arrival on the station, and I part with him with reluctance and regret.

It was the belief of the enemy that it would be impossible for our monitors and gunboats to cross the Blakely river bar, owing to the shallowness of the water, but should we succeed in doing so, their hope rested in our entire destruction by the innumerable torpedoes with which they had filled the river, combined with their marsh batteries; and they well knew that our success in overcoming these obstacles would be fatal to them, but by great exertions night and day under fire we succeeded.

Commodore Palmer commanded the first division, consisting of the monitors and Octorara, and successfully ascended the Blakely with them, coming down the Tensas, directly in front of the city; the remainder of the gunboats, led by the flag-ship, convoying General Granger's command, for the purpose of making a joint attack in flank and front. These movements having been anticipated by the enemy, led to the evacuation; and although Commodore Palmer did not have the satisfaction of bombarding the city, he had placed himself in position to do so effectually had not the rebels deprived him of the opportunity by flight.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

MISCELLANEOUS REPORTS.—WEST GULF SQUADRON.

CUTTING OUT OF THE SCHOONER BELLE

Report of Commodore James S. Palmer.

NEW ORLEANS, *January* 18, 1865.

SIR: I have the honor to enclose to the department a detailed report of the cutting out of the schooner Belle from the harbor of Galveston.

As this affair was not only well planned but well executed, I commend the commander of the Virginia, and the officers and men engaged in the expedition, to the favorable notice of the department.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore, Com'dg W. G. B. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Ensign N. A. Blume.

UNITED STATES STEAMER VIRGINIA,
Off Galveston, Texas, January 11, 1865.

SIR: I have the honor to make the following report of the capture of the schooner Belle:

On the 26th of December, having received your permission to fit out an expedition for the purpose of cutting out a schooner, laden with cotton, in Galveston bay, I called for volunteers to man the third cutter ; these I readily obtained, and at 8.30 p. m. left the ship.

The distance being about five miles, and a head sea running, we did not arrive off Boliver Point and in sight of the schooner until about 1 a. m. of the 27th. The schooner was lying about a quarter of a mile from Fort Jackson, and about one mile from Fort Green, and less than four hundred yards from the confederate guard schooner Lecompte.

When about five hundred yards from the schooner, which proved to be the Belle, we saw a light aboard of her ; we then stood past her and came up astern, but were not discovered until we came alongside. I immediately gave the order to board her, which we did, and after securing the prisoners, five in number, set the sails, slipped her chain and anchor, and stood down the bay ; coming out we passed within about a half mile of Fort Point, on Galveston Island, then steering through the main channel, stood out to sea. At daylight sighted the fleet bearing NW., and stood for the flag-ship and came to near her.

I cannot speak too highly of the cheerful readiness with which the men who accompanied me fulfilled their part of the duties which I required of them, and to their coolness and perseverance I must, in a great measure, attribute the successful termination of the expedition.

The following is a list of the names of those who composed the boat's crew:

William Stevenson, master-at-arms ; James Webster, gunner's mate ; Thomas Wallace, cockswain ; Jacob Bowman, captain forecastle ; William Thompson, captain forecastle ; Augustus Miller, captain after-guard ; Peter Miller, seaman ; Thomas K. Fenley, landsman.

I have the honor to be, very respectfully, your obedient servant,

N. A. BLUME,
Acting Ensign United States Navy.

Acting Vol. Lieut. CHARLES H. BROWN,
Com'dg United States Steamer Virginia.

Approved:

CHARLES H. BROWN,
Acting Volunteer Lieutenant.

CAPTURE AND DESTRUCTION OF BLOCKADE-RUNNER DELPHINA.

NEW ORLEANS, *February* 8, 1865.

SIR: I have the honor to enclose herewith to the department the report of Lieutenant Commander R. W. Meade, commanding the Chocura, of the capture and burning of the blockade-running schooner Delphina in Calcasieu river, on the night of the 22d ultimo. I have commended Lieutenant Commander Meade for his zeal and energy.

Very respectfully, your obedient servant,

J. S. PALMER,
Commodore, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander R. W. Meade.

UNITED STATES STEAMER CHOCURA,
Off Calcasieu River, La., January 24, 1865.

SIR: I have the honor to report the complete success, without casualty, of an expedition consisting of the launch, first cutter and forty men from this vessel, under my personal command, organized for the cutting out or destruction of a three-masted schooner lying in the second bend of the Calcasieu river, about two and a half miles from its mouth. The night of 22d, chosen for the enterprise, was dark, cold and drizzling, a norther blowing at the time. We left the ship at dark and pulled in silently for the river, but as we entered it we discovered the schooner coming down under sail apparently to run the blockade. She was at once boarded and carried, but her captain, unfortunately, saw the boats when close aboard, and putting his helm hard down and letting fly his sheets, ran the vessel hard ashore on the flats, close to the beach, and with a large force of the enemy near at hand. Six prisoners were at once secured; but I have reason to think several persons on board made their escape in a boat which was seen astern and pulliing up the river rapidly. The prize proved to be the schooner Delphina, with a cargo of 180 bales of cotton. We made every effort to get her afloat by carrying out her anchor and lightening her after-deck load, but all our exertions were of no avail; the norther caused the water to fall so fast that in an hour she was in one foot water, and our launch having grounded, I deemed it best not to expose our people to an attack by the enemy in overwhelming force, and therefore fired the prize and returned to the ship with the prisoners. The conduct of the officers, Acting Ensigns Tracy and Beardsley, and men, was all that could be desired, and the success complete. The prisoners report a force of 300 cavalry at this point, but say that since the escape of the Granite City they will be sent away. Eighty bales of cotton were thrown overboard and drifted out to sea; we fished up thirty yesterday.

Very respectfully,

RICHARD W. MEADE, JR.,
Lieutenant Commander, Commanding.

Commodore J. S. PALMER,
Commanding West Gulf Blockading Squadron.

CAPTURE OF THE SCHOONERS PET AND ANNIE SOPHIA.

Report of Commodore James S. Palmer.

UNITED STATES FLAG-SHIP RICHMOND,
Mobile Bay, February 12, 1865.

SIR: I have to transmit the report of Captain Emmons, with the accompanying letters of Commander Mullany and Acting Ensign French, of the Bienville, upon the capture of the schooners Pet and Annie Sophia, with 476 bales of cotton, in Galveston harbor.

This expedition was very creditably managed, and I have commended the officers and men engaged in it, accordingly.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore, Commanding West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Captain George F. Emmons.

UNITED STATES STEAMER LACKAWANNA,
Off Galveston, Texas, February 8, 1865.

COMMODORE: I take pleasure in forwarding you the accompanying reports explanatory of a boat expedition improvised by Commander Mullany, assisted by Commander Woolsey and indorsed by myself, which resulted in the capture of two cotton-loaded schooners last night in Galveston bay, without loss or accident.

The affair was so well planned and conducted, that the senior officers in charge of the boats are especially deserving commendation.

And I trust that such a representation will be made of this and a previous capture to the honorable Secretary of the Navy, as will demonstrate the strong claims the parties have to share in the prizes, which in the open bay of Galveston can hardly be construed as *inland waters*, and as coming under the late *illiberal* law in relation to such localities.

I am, very respectfully, your obedient servant,

GEORGE F. EMMONS,
Capt. Com'dg 2d Division W. G. B. Squadron.

Commodore J. S. PALMER,
Commanding W. G. B. Squadron, New Orleans, La.

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Report of Commander J. R. M. Mullany.

UNITED STATES STEAMER BIENVILLE,
Off Galveston, Texas, February 8, 1865.

SIR: In accordance with the authority previously obtained from you, I sent into the harbor of Galveston last night a boat expedition, consisting of the first cutter of this ship, with a crew of thirteen men, and the first cutter of the Princess Royal, (which Commander Woolsey kindly placed at my disposal,) with a crew of nine men, in charge of Acting Ensign A. H. Reynolds, assisted by Acting Master's Mate Lewis Johnson, the whole under the command of Acting Ensign George H. French, of this ship, (all volunteers for this service,) for the purpose of destroying the steam blockade-runner Wren and capturing the cotton-laded schooners that were lying at anchor under the guns of the forts at Fort Point.

I have to inform you that the expedition found it impracticable to destroy the Wren, but it was successful in capturing and bringing out to the fleet two schooners, supposed to be British, laden with cotton.

One of them, the Pet, has about 256, and the other, the Annie Sophia, about 220 bales on board.

The Princess Royal's cutter boarded the Annie Sophia, and this ship's cutter boarded the Pet.

Acting Master's Mate Lewis Johnson, assisted by a crew of four men, brought out the Annie Sophia, with nine rebels on board.

Boatswain's Mate Gallyer, of this ship, assisted by a crew of three men, brought out the Pet, with eleven rebels on board.

I beg to commend the conduct of all who participated in this expedition.

To the tact and judgment displayed by Acting Ensign French, promptly seconded by those under his command, we are indebted for the successful issue of this delicate service.

I herewith enclose Mr. French's report, giving all the facts in detail.

I am, respectfully, your obedient servant,

J. R. M. MULLANY, *Commander.*

Captain GEORGE F. EMMONS,
Com'dg 2d Division W. G. B. Squadron.

Report of Acting Ensign George H. French.

UNITED STATES STEAMER BIENVILLE,
Off Galveston, Texas, February 8, 1865.

SIR: In obedience to your order of the 7th instant, I took charge of the boat expedition fitted out for the purpose of entering the harbor of Galveston and destroying the blockade-runner Wren, and capturing the cotton-laded schooners lying under the guns of Fort Point battery.

The expedition consisted of the first cutter of this ship, with a crew of thirteen men, and the first cutter of the United States steamer Princess Royal, with a crew of nine men, in charge of Acting Ensign A. H. Reynolds, assisted by Acting Master's Mate Lewis Johnson.

We left the ship at 8.20 p. m., and steering NW. by W. $\frac{1}{2}$ W., made Bolivar Point at 11.15 p. m.; thence steered southwest.

It was my intention to have gone inside, so as to leave the schooners lying at anchor off Fort Point, on the port hand, and pass clear of them into the harbor; but finding the current had set me to the eastward, and that it would be injudicious to attempt to pass them, I concluded to capture them. I accordingly gave orders to Mr. Reynolds to board one of them; at the same time I boarded the other. We succeeded in taking both without any resistance.

After getting them under way, and securing a part of their crews, I placed one in charge of the boatswain's mate, Thomas Gallyer, of this ship, and the other in charge of Acting Master's Mate Lewis Johnson, with orders to report to this ship, where they subsequently arrived in safety. I then proceeded to the remainder of the duty assigned me. After trying in vain for a long time, and finding it impossible to carry out my instructions further, on account of the strong current and wind against me, and the near approach of daylight, I concluded it would be injudicious to proceed further on the expedition. I had also, after the moon had set, got separated from the other boat. I immediately put about and started for this ship, where I arrived at 6.10 a. m. this day.

Every one connected with the expedition conducted themselves in a very creditable manner.

Very respectfully, your obedient servant,

GEORGE H. FRENCH, *Acting Ensign.*

Commander J. R. M. MULLANY,
Com'dg United States Steamer Bienville.

DESTRUCTION OF THE BLOCKADE-RUNNING STEAMER WILL-O'-THE-WISP.

UNITED STATES FLAG-SHIP RICHMOND,
Mobile Bay, February 16, 1865.

SIR: I have the honor to transmit herewith letters of Captain Emmons, Commander Woolsey, and Lieutenant McKay, of the Princess Royal, in relation to the destruction of the blockade-runner Will-o'-the-wisp, off Galveston.

This expedition was well planned and carried out, and I have commended the officers and men engaged in it.

Very respectfully, your obedient servant,

JAMES S. PALMER,
Commodore, Com'dg Western Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter of Captain George F. Emmons.

UNITED STATES STEAMER LACKAWANNA,
Off Galveston, Texas, February 11, 1865.

COMMODORE: I enclose you the report of Commander Woolsey and his executive officer in relation to the destruction of the blockade-runner Will-o' the-wisp, which, from the movements on shore, I should judge had brought and succeeded in landing some heavy guns before she was discovered on the morning of her running on shore.

Commander Woolsey always enters into any service ordered with cheerfulness and performs his duty well. I hope to see him reinstated on the active list again.

I am, very respectfully, your obedient servant,

GEORGE F. EMMONS,
Captain, Com'dg 2d Division, W. G. B. Squadron.

Commodore J. S. PALMER,
Com'dg W. G. B. Squadron, New Orleans, La.

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Report of Commander M. B. Woolsey.

UNITED STATES STEAMER PRINCESS ROYAL,
Off Galveston, Febauavy 10, 1865.

SIR: I have the honor to make the following report of the destruction last night of the steamer Will-o'-the-wisp, (blockade-runner:)

After dark (8 p. m.) I went down abreast that vessel, hailed the Antona, ordered her captain to come on board, and told him I had come to take his place, in obedience to your orders, and that he would return to his station. He informed me that he had a boat prepared, and officered and manned by volunteers, and asked that he might be allowed to join any boat expedition in contemplation. The night being perfectly clear and moonlight, and wishing to give them an opportunity, I consented, feeling that you would justify me in detaining the vessel under the circumstances. I then ordered him to send his boat to me, clear for action, and take his position close in, and on the bow of the steamer, and to move in when he should see this vessel doing so. It was my intention to have done the work at midnight, but the piping up of hammocks and sounding the gong for quarters on board the Antona caused so much noise as to give the enemy notice of our intentions. I therefore concluded to wait until 2 o'clock a. m., ordering the Antona to anchor outside of me by a kedge. I did the same, and ordered the men to leave their hammocks. Between 2 and 3 a. m. I caused the boats to shove off, in charge of Lieutenant C. E. McKay, with orders to pull directly in. I then took my position on the quarter of the steamer, in two and a half fathoms water, the Antona proceeding as directed, the vessels being from 900 to 1,000 yards distant. The boats soon reached and boarded the steamer and set her on fire in both wheel-houses, then pulled for this vessel. Lieutenant McKay reported that the vessel was completely riddled in her hull, from our fire on a previous occasion; that her hold was full of sand and water, her after section awash, and the deck scuttled fore and aft for the purpose apparently of getting out her cargo. The engine had been taken to pieces, and the vessel was a complete wreck. The wheel-houses were the only part which could be burned. As they were not completely destroyed, Mr. McKay offered to return with a barrel of rosin and complete the work, but it was deemed unnecessary, as everything was destroyed excepting what was

under water and beyond reach. I then returned to the fleet, the Antona following. Although there was no resistance, it was fully expected, as the enemy's cavalry had thrown up breastworks on the bank, and had been posted behind them all day. I think, therefore, that Lieutenant McKay deserves great praise for the cool and quiet, orderly manner in which the work was done. I consider it proper to take this occasion to speak of the self-sacrificing spirit and the cheerful alacrity in volunteering for any and all kinds of service, and the intelligence and perseverance always exhibited by Lieutenant C. E. McKay and Acting Ensign A. H. Reynolds. It would be very gratifying to see Mr. Reynolds promoted to the rank of acting master. He has performed duty as such to my entire satisfaction ever since he joined this vessel. I respectfully enclose the report of Lieutenant McKay, and a list of officers and men who volunteered in the Antona's boat.

I am, very respectfully, sir, your obedient servant,

M. B. WOOLSEY, *Commander.*

Captain GEORGE F. EMMONS,
Com'dg 2d Division, Western Gulf Squadron, off Galveston.

Report of Lieutenant C. E. McKay.

UNITED STATES STEAMER PRINCESS ROYAL,
Off Galveston, February 10, 1865.

SIR: This morning, at 3 o'clock, in obedience to your orders, I proceeded to burn the wreck of the Will-o'-the-wisp. A boat from the United States steamer Antona, in charge of Acting Ensign W. D. Jones, accompanied me. We boarded the vessel, which we found hard aground, heading to the northward, and so near the beach as to require but a plank, which was there, for the rebels to board her. We prepared to set her on fire. The only parts that offered themselves for the purpose were the wheel-houses, as the vessel was filled with water, and there were no bulwarks or houses on deck. I directed Mr. Jones to give his attention to the starboard wheel-house, while I directed my attention to the port. Saturating the oakum and covering the woodwork with turpentine, we applied the torch, and when I left both wheelhouses were burning fiercely. We returned to this vessel about 4.15 a. m. I think the wood was too damp to burn, or it could not have resisted the fierce flames that enveloped it when I left. As the fire did not make much headway, I desired to return with wood and more combustible material, but you judged it was unnecessary, as the vessel was a perfect wreck, and there was so little to destroy. I desire to call your attention to Acting Ensign A. H. Reynolds, who eagerly requested permission to accompany me, though stlll suffering from the fatigue of the expedition of night before last. He was the first one on board the vessel, and reconnoitred the shore while I was directing the preparations for the fire. I was much pleased with Acting Ensign Jones, who most zealously supported me. He will, in his report, mention Acting Assistant Paymaster Whittimore, who accompanied him. I will also call your attention to David Victor, seaman, John J. Waggen, landsman, and James May, landsman, who, notwithstanding the exceedingly fatiguing service of the expedition of night before last, were among the foremost to volunteer. The following are the rest of the volunteers: T. Shien, captain's mate, Edward Narbie, ordinary seaman, Charles B. Snell, landsman, and Lester Burdick, landsman. The following men I selected to make up the boat's crew: Charles Larrabee, quartermaster, Jesse Tyler, captain hold, John Davis, seaman, and William Taggart, landsman.

The whole boat's crew behaved most admirably; and, though we met with no resistance, we had every reason to suppose the rebels were in strong force on board the vessel or in the immediate vicinity, as they had been during the day, and we had no support, as the Princess Royal and Antona, drawing nearly twelve feet of water, could not approach to within less than a thousand yards of the wreck.

Very respectfully, your obedient servant,

C. E. McKAY.
Lieutenant and Executive Officer.

Commander M. B. Woolsey, U. S. N.,
Com'dg U. S. Steamer Princess Royal.

Approved, and respectfully forwarded.

M. B. WOOLSEY, *Commander.*

CAPTURE AND DESTRUCTION OF REBEL SCHOONER ANNA DALE.

United States Flag-Ship Portsmouth,
Off New Orleans, La., March 5, 1865.

Sir: I have the honor to enclose herewith, for the action of the department, the reports of Captain Emmons, commanding second division, (marked No. 1,) Lieutenant Commander Erben, and Acting Ensign James W. Brown, of the Panola, (marked Nos. 2 and 3,) of the capture and subsequent destruction of the armed rebel schooner Anna Dale in Pass Cavallo, Texas, on the night of the 18th ultimo. I have commended Acting Ensign James W. Brown, and the officers and men engaged in the expedition, for the energy and zeal displayed by them.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Letter of Captain George F. Emmons.

United States Steamer Lackawanna,
Galveston, Texas, February 22, 1865.

Commodore: I forward you with this the report of Lieutenant Commander Erben, of the United States gunboat Panola, and the officer in charge of a boat expedition, which, like several previous ones improvised in this division, proved a complete success, to the extent of cutting out and destroying the rebel armed schooner Anna Dale, which, it will be seen, was only waiting an addition to her crew to put to sea from Pass Cavallo to prey upon our commerce. I will forward the prisoners by the first opportunity. The master, James F. Stevenson, surrendered to the boarding officer as a lieutenant of the confederate navy, and subsequently, when questioned, said he was a master in the same service, but could show no evidence of rank or authority. He and his crew, I think, are fit subjects for hard labor at the Dry Tortugas for the remainder of the war, at least. Of course, if time enough be given, as in the case of other lawless acts on our northern border, the rebel presi-

dent or his secretary of the navy will indorse this fellow and all of his acts so long against they are aimed against our flag or country.

I am, very respectfully, your obedient servant,

GEORGE F. EMMONS,
Captain, Com'dg 2d Division.

Commodore JAMES S. PALMER,
Com'dg West Gulf Squadron, New Orleans.

Report of Lieutenant Commander H. Erben, jr.

UNITED STATES STEAMER PANOLA,
Off Pass Cavallo, Texas, February 19, 1865.

SIR: I have the honor to make the following report of the destruction of the rebel armed schooner Anna Dale in Pass Cavallo, last evening, by the boats of this vessel. Having observed for several days a schooner inside the pass, evidently intending to run out when the wind favored, in the evenings of the 16th and 17th I sent in picket-boats to watch her, but the sea was too rough on the bar for the boats to cross or the schooner to get out. Last evening, the sea being very smooth, with wind east-northeast, I sent in the gig and third cutter, in charge of Acting Ensign James W. Brown, Acting Master's Mate John Bosling, in this cutter, to bring out the schooner or destroy her. The boats returned to the ship this morning at four o'clock, bringing nine prisoners, one 12-pounder Dahlgren howitzer, some small-arms, and one large boat. Mr. Brown reports finding the schooner fast to a wharf and very close under a battery. She had a pivot gun mounted, and everything showed her to be a privateer. Lights were seen on the battery and men heard talking. Mr. Brown made his arrangements, waited until all was quiet, and then pulled alongside to board her. His men jumped on board, seized every one found, and sent them below. The fasts were then cut, and the vessel drifted into the stream. Sail was made and everything done to bring him out, but she grounded. It was then determined to destroy her. The prisoners, with their baggage, were put in one of the schooner's boats, with some small-arms; the gun was dismounted and struck in the same boat and fired, and the schooner destroyed. Mr. Brown reports the Anna Dale as of about 70 tons, regularly fitted out as a cruiser, full of provisions, and well supplied with arms and ammunition. She was commanded by a person calling himself Joseph L. Stephenson, whom I have prisoner. He surrendered himself as a lieutenant, but tells me he is a sailing master in the confederate service. He says he expected twenty-five men at sunset to fill up his complement, and that had they been there we never would have taken his vessel. He expresses great surprise that our boats were not fired into by the battery only a few yards off and having two or three guns and one hundred men. The Anna Dale was quite fast, and had she got out, I think would have done considerable damage. The howitzer captured is the one captured on board the schooner Velocity.

I have to express my high admiration of the conduct of both officers and men. The success of the expedition, and without loss, is due to the intelligence and promptness of Acting Ensign Brown, whom I recommend as an efficient and trustworthy officer. Mr. Brown speaks in high terms of the coolness and good conduct of Acting Master's Mate John Rosling. The con-

duct of Boatswain's Mate James Burrow and Quartermaster Burton Bunker entitles them to special mention. I enclose the report of Acting Ensign Brown; also list of the names of prisoners and of arms captured.

Very respectfully, your obedient servant,

H. ERBEN, Jr., *Lieutenant Commander.*

Captain George F. Emmons,
Com'dg 1st Division W. G. B. Squadron, Galveston, Texas.

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Report of Acting Ensign James W. Brown.

United States Gunboat Panola,
February 19, 1865.

Sir: I respectfully beg leave to report that, in obedience to your instructions, I proceeded last night in command of the boat expedition, consisting of the gig and 3d cutter, manned by volunteer crews of fourteen men in all, the latter boat in charge of Acting Master's Mate John Rosling, for the purpose of capturing or destroying the schooner seen for several days past lying near the entrance to Matagorda bay, awaiting, as was supposed, a favorable wind for running out. I left the ship at 6.45 p. m. and steered in on a W.SW. course for the entrance to the channel over the bar, some two miles distant from our station; passing which, I continued on in the direction I judged the vessel to be, sounding as I went, to obtain, if possible, sufficient information in regard to the channel to enable me to get her out if captured. After pulling about four miles, following the line of the beach, we came to the entrance of a bayou guarded by an earthwork or battery, which we passed within a hundred yards without causing any alarm, and at last discovered the vessel made fast to a wharf half a mile further up the bayou, and under guns of another smaller battery of howitzers. A careful reconnoissance satisfying me that the darkness of the night and the strict silence we observed had prevented the discovery of our approach, I determined to board the vessel at once and made my arrangements accordingly. At 10 p. m. this was accomplished without difficulty or disaster, and we found her to be a confederate armed schooner of about seventy tons, called the Anno, Dale, having a twelve-pounder Dahlgren howitzer mounted on pivot and well provided with small-arms, ammunition, provisions, &c., and alongside of her four or five launches or large-sized boats, several of which were fitted with apparatus having the appearance of being intended for use in torpedo operations. The officer in command of the schooner, calling himself Lieutenant Joseph F. Stephenson, of the Confederate States navy, finding his deck in our possession, surrendered her at once, with himself and crew of eight men as prisoners, this number being all that were on board, although he informed me there were twenty-five more expected to join her last night. I then got the vessel under way hoping to bring her out safely over the bar; but had not proceeded far, when, owing to the darkness and my limited means of information in regard to the channel, she grounded in close proximity to the battery at the entrance of the bayou, and I deemed it advisable to destroy her. I then dismounted the howitzer and placed it, together with ten rifles and shot, guns captured, in one of the launches, disposed of the prisoners among our own two boats, set fire to the vessel, and, after waiting to see the fire well under way, took the launch in tow, passed the battery again without discovery, and returned to the ship at 4 o'clock this morning.

Before closing this report, however, permit me to bear testimony to the prompt and efficient services rendered by Mr. Rosling, whose valuable assistance is worthy of favorable mention; also to add a word of commendation of

the praiseworthy example and efforts of Boatswain's Mate James Brown and Quartermaster Benton Bunker, and of the good conduct, strict observance of orders, and coolness of men generally composing the boats' crews.

Very respectfully, your obedient servant,

JAMES W. BROWN,
Acting Ensign U. S. N.

Lieut. Commander HENRY ERBEN Jr.,
Commanding United States Gunboat Panola.

EXPEDITION TO BERWICK BAY.

WEST GULF SQUADRON, FLAG-SHIP STOCKDALE,
Off Mobile, March 29, 1865.

SIR: I have the honor to forward herewith a report of Acting Volunteer Lieutenant Ezra Leonard, commanding the United States steamer Carrabassett, of proceedings in Berwick bay.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral Com'dg West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Acting Volunteer Lieutenant Ezra Leonard.

UNITED STATES STEAMER CARRABASSETT,
Berwick Bay, La., March 24, 1865.

SIR: I have the honor to report that on the 21st instant I took on board forty of the 93d United States colored infantry, under command of Captain P. J. Whiteman, and proceeded up Grand lake to Indian bend, where the troops landed and crossed over to Bayou Teche, where they had a skirmish with a force of about thirty rebels across the bayou. Afterwards a party of rebels came down and fired upon this vessel, but a few shells and shrapnel, soon dispersed them. I landed with a small force and captured one musket and equipments of a rebel picket and several perogues. I took on board at this place nine colored refugees. On the morning of the 22d I entered Big Bayou Pegion, where none of the naval vessels have been before, and proceeded up five miles, having to cut down several trees which obstructed our passage. I then went up five miles further in an armed boat, and found the bayou very navigable as far as I went. My object there was to capture a flat-boat with fifty horses, which I learned would come down that bayou. I had sent the United States steamer Glide up Little Bayou Pegion that morning for the same purpose, but the rebels took another route with their horses and escaped both of the vessels.

I have the honor to be, very respectfully, your obedient servant,

EZRA LENARD,
Acting Volunteer Lieutenant and Senior Officer

Captain G. F. EMMONS,
Senior Officer commanding at New Orleans.

SINKING OF THE MONITORS MILWAUKIE AND OSAGE AND TIN-CLAD RODOLPH BY TORPEDOES.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off Blakely River, Mobile Bay, April 3, 1865.

SIR: I have the honor to inform the department that the river monitors Milwaukie, Lieutenant Commander J. H. Gillis, and Osage, Lieutenant Commander W. M. Gamble, have been sunk by torpedoes at the entrance of Blakely river, the former on the 28th ultimo and the latter on the 29th, as they were advancing and firing upon the rebel forts commanding the entrance.

Before sending the monitors over the shallow bar into the river I had it thoroughly dragged for torpedoes, and many were removed. We continued to drag until no more could be found, and it was believed that we could successfully advance upon the forts, but the result thus proved the impossibility of doing so without endangering the loss of all our light-draught vessels. These hidden instruments of destruction abound everywhere in these shallow waters. The tin-clad steamer Rodolph was also sunk by a torpedo on the 1st instant, whilst towing a scow to the sunken vessels with implements for the purpose of raising the Milwaukie. These vessels will probably be lost, though we shall be able to save the guns and much valuable property from them. On the sinking of the Milwaukie, I despatched a vessel immediately to Pensacola for a steam pump and divers' apparatus, with the men to work them. They were promptly forwarded by Commander Armstrong, the commandant of the yard, but the sunken vessels are so badly broken that they cannot be raised. The divers, however, are retained, to save as much property as possible from the wrecks, and although under fire from the rebel batteries, we are doing all in our power. The remaining monitors are still in the river, near the forts, with the object of cutting off supplies from the city, and are usefully employed. General Canby has completely invested these works, Fort Alexis and Spanish fort, which command Batteries Huger and Tracy, and I am now preparing a navy battery of the heaviest guns which can be obtained to operate on shore in conjunction with the army. The ground around the forts, as well as the roads, are planted with torpedoes, which occasionally explode, destroying men and animals. I enclose herewith copies of the reports of Lieutenant Commander Gillis, Lieutenant Commander Gamble, and Acting Master Dyer, the commanding officers of the Milwaukie, Osage, and Rodolph, (marked Nos. 1, 2, and 3,) detailing the circumstances connected with the loss of their vessels.

No casualties occurred on board the Milwaukie. On board the Osage four (4) men were killed and eight (8) wounded. On board the Rodolph one man was killed, eleven were wounded, and three are missing.

The reports of the medical officers of the Osage and Rodolph (marked Nos. 4 and 5) are also enclosed.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James H. Gillis.

UNITED STATES STEAMER GENESEE,
Mobile Bay, March 30, 1865.

SIR: I take the earliest opportunity to make a report of the sinking of the United States steamer Milwaukie, under my command, on the afternoon of the 28th instant. I had proceeded up the Blakely river, in company with the United States steamer Winnebago, to within about one and a half mile of the lower fort on the left bank of the river, for the purpose of shelling a rebel transport supposed to be carrying supplies to the fort; had succeeded in causing the steamer to retreat up the river, and was dropping with the current to resume my former position, keeping the bows of the vessel headed up stream; my object in so doing being to avoid, in turning, the accident that caused the sinking of the Milwaukie. I had returned within about two hundred yards of the United States iron-clad Kickapoo, then lying at anchor, and supposed the danger from torpedoes was past, as I was where our boats had been sweeping, and also exactly in the same place where the United States iron-clad Winnebago had turned not ten minutes before, when I felt a shock, and saw at once that a torpedo had exploded on the port side of the vessel, abaft the after turret, and, as near as I could determine at the time, about forty feet from the stern. My first object, after realizing the impossibility of saving the vessel, was to save the crew, and I am happy to be able to state that this was done without the loss of a single person. There was naturally some confusion at first, the hatches being closed, and but three being provided with levers to open them with from below, and those who were not on deck being dependent on those who were for other means of egress; but a single command served to restore order, and all came on deck in a quiet, orderly manner. The stern of the vessel sank in about three minutes, as near as I can judge, but the forward compartments did not fill for nearly an hour afterwards, giving the crew an opportunity of saving most of their effects. I saw every man off the vessel, sending them to the Kickapoo, Lieutenant Commander Jones, for instructions, and then proceeded to the flag-ship, reporting to you in person, and obtaining your permission to proceed to Pensacola for the purpose of procuring such appliances as would be necessary in raising the Milwaukie. I am happy to be able to add that I have obtained the services of two experienced divers and also a steam pump, and there is every prospect of my retaining my old command until I have the pleasure of seeing her guns once more used against those who are no doubt now exulting over her supposed loss.

I have the honor to be, very respectfully, your obedient servant,

J. H. GILLIS,
Lieutenant Commander U. S. N.

Acting Rear-Admiral H. K. THATCHER,
Commanding W. G. Squadron, Mobile Bay, Ala.

Report of Lieutenant Commander William M. Gamble.

MOBILE BAY, ALABAMA, *March* 29, 1865.

SIR: I have the honor to submit the following report of the circumstances attending the loss of the United States iron-clad Osage, under my command:

About 2 p. m., this instant, being at anchor inside of Blakely bar, in company with iron-clads Kickapoo, Winnebago, and Chickasaw, and gunboat

Octorara, with a strong breeze from the eastward, I deemed it necessary to move my anchorage to avoid colliding with the United States steamer Winnebago, which vessel had dragged close alongside. I weighed anchor, and had moved off to a safe distance ahead and on her starboard bow, when I stopped and ordered hands ready to let go the anchor in two (2) fathoms water, the last sounding given after I had pulled the bell to stop. Almost immediately after stopping, I ordered three (3) bells rung to back, and moved forward from the pilot-house, intending to step on the turret to order the anchor let go, but had not taken more than three steps from my position at the forward door of the pilot-house when a torpedo exploded under the bow, and the vessel immediately commenced sinking. I ordered the executive officer, Acting Master G. W. Garrison, to take as many men below as necessary and search for wounded or killed, and to send all the rest of the crew on the hurricane deck, except two hands at each boat to haul them alongside.

My orders were executed promptly, and although the ship filled and settled rapidly, two killed and the five wounded below were passed up. Three others were wounded on deck. The names of the killed and wounded I will furnish you as soon as I can ascertain them. The wounded were conveyed to the nearest ship for medical attendance. It was impossible to save but few articles belonging to the ship, as she almost immediately filled. As the position to which I moved the Osage had been thoroughly dragged by boats, I am of the opinion that the torpedo by which she was sunk was submerged and drifting. I respectfully request that a board of officers may be ordered to investigate the circumstances attending the loss of the Osage.

I am, sir, very respectfully, your obedient servant,

WILLIAM M. GAMBLE,
Lieutenant Commander U. S. N.

Acting Rear-Admiral H. K. THATCHER,
Commanding W. G. Squadron.

Report of Acting Master N. M. Dyer.

UNITED STATES STEAMER RODOLPH,
Blakely River, Ala., April 2, 1865.

SIR: It becomes my duty to make you the following report relative to the sinking of this vessel yesterday by the explosion of a torpedo: Having received orders to report on board the Metacomet at 10 a. m., I had left the ship for that purpose, leaving my vessel at anchor a short distance inside the bar, in charge of my executive officer, Acting Ensign J. F. Thomson. From him I have obtained the following information, which embraces all the facts connected with this unfortunate affair up to the time of my arrival on board: At 1 p. m., in obedience to signal from flag-ship, weighed anchor, and passed within hail, receiving orders to take a barge alongside, containing my apparatus for raising the Milwaukie, and proceeded with it inside the bar. Crossed the bar, and stood up toward the Milwaukie at 2.40 p. m. When directly between the Chickasaw and Winnebago, exploded a torpedo under our starboard bow, from the effect of which the ship rapidly sank in twelve feet of water. I arrived on board at 3.20 p. m., and found the wounded properly cared for by the promptness with which boats were sent to our assistance from the vessels in the vicinity. The torpedo exploded under our starboard bow, about 30 feet abaft a line drawn at right angles with our stem, coming through the gun-deck, at the break of the platform on which our Parrott guns were mounted, and from the effects of the explosion that can be seen, I should judge there was a hole through her bow at

least 10 feet in diameter. She now lies with her gun-deck submerged about 5½ feet at low water. I regret to report a loss of 1 killed, 11 wounded, and 3 missing. I enclose surgeon's report of killed and wounded, also a certified list of the men on board, with casualties. All of the public property, such as small-arms, &c., that could be got at, was at once removed to the deck above water, and I am now engaged in removing the guns. The accounts of the ship, public money, and nearly all of the small stores and clothing were stowed on the boiler-deck, and thus are safe. I desire to testify to the zeal manifested by my officers and men in their efforts to save property, and the cheerfulness with which they have obeyed all orders.

Very respectfully, your obedient servant,

N. M. DYER,
Acting Master, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding W. G. Squadron.

List of casualties on the Osage.

UNITED STATES STEAMER TALLAHATCHIE,
Off Mobile, April 3, 1865.

SIR: I have the honor to report the casualties on board the United States monitor Osage, sunk by the explosion of a torpedo off Mobile, March 29, 1865:

Killed.—Lewis De Wall, master-at-arms; William Paigher, seaman; John Everhart, ordinary seaman; Charles Taylor, ordinary seaman.

Wounded.—William G. Boysen, boatswain's mate, legs and head; John Jonan, captain of fore, legs; Michael McGuire, seaman, head and feet; James Harris, ordinary seaman, head and body; W. G. Fisher, ordinary seamen, head; William Hartly, ordinary seaman, legs; Charles Conburn, landsman, head; Nicholas Heydenger, landsman, legs.

Very respectfully, &c.,

R. W. GIFFORD,
Acting Assistant Surgeon U. S. N.

Lieut. Commander WM. M. GAMBLE, U. S. N.

List of casualties on the Rodolph.

UNITED STATES STEAMER RODOLPH,
Blakely River, Ala., April 2, 1865.

SIR: I respectfully beg leave to make the following report of the casualties on board this vessel from the explosion of a torpedo on the afternoon of April 1, 1865:

Theodore Fexada, landsman, killed instantly; Michael Driscoll, landsman, missing, with conclusive evidence of being killed; Johnson Smith, landsman, (colored,) missing, with conclusive evidence of being killed; Jule Baltour, boy, (colored,) missing, with conclusive evidence of being killed; John Wilson, captain of hold, contusion of leg; John S. Adams, ship's painter, contusion of shoulder and of head; Sewell Chicquime, second class fireman, dislocation of knee; George McDonald, landsman, contusion of feet; James H. Miller, landsman, contusion of feet; Daniel Kelley, landsman, wound of head; Eli Robertson, landsman, (colored,) fracture of left leg and dislocation of left knee, serious; William Strother, second class fireman, (colored,) compound fracture of both bones of arm, serious; Henry Rounds

first class boy, concussion of brain ; Anderson Wilkins, first class boy, contusion of knee ; Moses Payne, second class boy, (colored,) contusion of shoulder and lower jaw.

Very respectfully, your obedient servant,

EDWARD P. COLBY,
Acting Assistant Surgeon.

Acting Master N. M. Dyer, U. S. N.,
Commanding U. S. steamer Rodolph.

LOSS OF THE GUNBOAT SCIOTA, TUG IDA, AND A LAUNCH OF THE CINCINNATI.

Despatch of Acting Rear-Admiral H. K. Thatcher.

West Gulf Squadron, U. S. Flag-Ship Stockdale,
Off Mobile, April 16, 1865.

Sir : I have previously reported to the department the loss of the gunboat Sciota, the tug Ida, and a launch of the Cincinnati by torpedoes.

I forward herewith copies (marked Nos. 1, 2 and 3) of the reports of the commanding officers of those vessels, giving the details.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington.

Report of Acting Vol. Lieut. J. W. Maguire.

United States Steamer Sciota,
Off Mobile, Ala., April 14, 1865.

Admiral : I have the painful duty to respectfully report the sinking of the United States steamer Sciota, under my command, by a rebel torpedo, and the loss of four men and wounding of six others. In obedience to orders from Fleet-Captain E. Simpson, I had finished coaling the barge from the brig American Union, and had delivered to the Itasca, Sebago, and Genesee the working parties belonging to the aforesaid vessels, and were proceeding towards the eastern shore on an east-southeast course for the purpose of delivering ten men of the working party to the United States steamer Elk, when I ran against a torpedo, which was below the surface of the water, exploding it, causing the vessel to sink immediately nearly decks to the water. The explosion was terrible, breaking the beams of the spar-deck, tearing open the water-ways, ripping off starboard fore chancels, and breaking fore topmast. I have examined the decks and water-ways immediately over the place where the explosion took place, and, in my opinion, the damage is not so extensive as to prevent raising her. I have also questioned those of the crew who were on the berth-deck at the time of the explosion, and their evidence in regard to the effect upon the berth-deck by the explosion leads me to think that it struck the vessel below the line of the berth-deck, and under and abreast of the fore rigging at the first bow cant or round of the bow.

Since the sinking of the vessel I have recovered three of the bodies of the missing men. I must thank the captain of the Cowslip for his prompt assistance in removing the wounded from this vessel.

I have the honor to be, respectfully, your obedient servant,

J. W. MAGUIRE, U. S. N.,
Volunteer Lieut., Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding W. G. Squadron.

APRIL 15, 1865.

P. S.—Since writing this report I have recovered the body of another man belonging to the United States steamer Elk.

Respectfully, your obedient servant,

J. W. MAGUIRE, U. S. N.

Report of Acting Ensign F. Ellms.

MOBILE BAY, *April* 15, 1865.

SIR: On the morning of April 13, 1865, the United States steamer Ida, under my command, proceeded from the flag-ship Stockdale under orders to report to Lieutenant Commander John Irwin and place the steamer under his orders. After reaching the Cincinnati, and reporting, I was ordered to proceed to the United States steamer Genesee, laying about two miles below the obstructions; when about two-thirds of the way down the steamer struck a torpedo on her starboard side, crushing in her timbers, bursting her boilers, and tearing up her decks; she filled in a few moments in ten feet of water, where she now lies, directly in mid-channel. Every possible assistance was rendered by the vessels in sight to save life and property. The guns have been taken off, and a portion of the engine has been removed. The casualties are as follows: Philip Williams, landsman, drowned; Thomas Burns, 1st class fireman, missing; Sanford Curran, acting 3d assistant engineer, leg broken in two places; John O. Locklan, 1st class fireman, wounded in head slightly; Abraham Burrell, ship's cook, scalded on the left arm.

Very respectfully, your obedient servant,

F. ELLMS,
Acting Ensign, Commanding.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

Report of Lieutenant Commander George Brown.

UNITED STATES IRON-CLAD CINCINNATI.

SIR: I deeply regret to have to report the blowing up of the launch of this vessel by a torpedo yesterday afternoon.

By this sad accident three lives were lost. Their names are as follows: Acting Master's Mate Leon De Wolf, Captain of Forecastle C. H. Howard, Ordinary Seaman John Dreon. The launch had caught a torpedo, and had weighed it to within about two feet of the surface of the water, when the mooring parted, and the strain on the drag-rope brought the torpedo against the stern of the boat, exploding it.

I am, sir, respectfully, your obedient servant,

GEORGE BROWN,
Lieutenant Commander.

Acting Rear-Admiral H. K. THATCHER,
Commanding West Gulf Squadron.

CASUALTIES ON THE OSAGE, RODOLPH, IDA, AND SCIOTA, AND LOSS OF THE ALTHEA.

UNITED STATES FLAG-SHIP GLASGOW,
Off New Orleans, La., April 25, 1865.

SIR: I forward herewith (marked No. 1) a full report from the fleet surgeon, J. C. Palmer, of the killed and wounded of the Osage, Rodolph, Ida, and Sciota, vessels destroyed by torpedoes. Also the report (marked No. 2) of the commanding officer of the Althea, giving the details of the loss of that tug, with the names of the killed and wounded on board of her.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg West Gulf Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

Report of Fleet Surgeon James C. Palmer.

UNITED STATES HOSPITAL SHIP TALLAHATCHIE,
Mobile, Alabama, April 19, 1865.

SIR: I have to report from the best sources within my reach the following killed and wounded aboard vessels lately destroyed by torpedoes:

Killed.—Osage: Nicholas Heyfdenger, ordinary seaman; Lewis De Wall, master-at-arms; William Paigher, seaman; John Everhart, ordinary seaman; Charles Taylor, ordinary seaman. Rodolph: Theodore Texada, landsman; Jule Baltour, 1st class boy, (colored;) Michael Driscoll, landsman; Johnson Smith, landsman, (colored.) Ida: Philip Williams, landsman, (colored;) Thomas Burns, 1st class fireman; Sanford Curran, acting 3d assistant engineer. Sciota: John W. Bayard, boatswain's mate; J. S. Robinson, captain forecastle; Jeremiah Horrigan, cockswain; Jacob Brown, boatswain's mate; George Creighton, landsman, (attached to Elk.)

Severely wounded.—Osage: William Hartley, ordinary seaman; William G. Boyson, boatswain's mate. Rodolph: Eli Robertson, landsman, (colored;) William Strother, coal-heaver, (colored;) Moses Payne, 2d class boy, (colored;) Sewell Chicquoine, 2d class fireman, (colored.) Sciota: William Prendwell, sailmaker's mate.

Slightly wounded.—Osage: John Tonan, seaman; John H. Thompson, landsman; Edward McLane, 1st class fireman; Charles Couburn, landsman; Peter Hailey, seaman; Michael McGuire, ordinary seaman; Joseph Barker, seaman; David H. Larkins, ordinary seaman; William G. Fisher, ordinary seaman. Rodolph: John Wilson, captain hold; Daniel Kelley, landsman; James H. Miller, landsman; George McDonald, landsman; Anderson Wilkins, 1st class boy, (colored;) Henry Rounds, 1st class boy; John S. Adams, ship's painter. Ida: Abraham Burrell, ship's cook, (colored;) John McLaughlin, (rate unknown.) Sciota: John Price, landsman; Maurice O'Brien, surgeon's steward, (since dead;) James O'Brien, quartermaster; Alonzo Stevens, cockswain; William Carson, landsman.

I have not been able to obtain any account of the killed and wounded aboard the Althea, nor of those in the Cincinnati's boat.

Very respectfully,

JAMES C. PALMER, *Fleet Surgeon.*

Acting Rear-Admiral H. K. THATCHER, U. S. N.,
Commanding West Gulf Squadron.

Report of Acting Ensign F. A. G. Bacon.

HOSPITAL ROSS, MOBILE, *April* 19, 1865.

SIR: I have the honor to report the loss of the United States steamer Althea. On the 12th ultimo I was ordered by Captain Low to drag the channel with a chain attached to spars laid across the stern. Pilot J. Denton was ordered on board to instruct me where to go. I proceeded to drag, and when abreast of battery Huger, the chain getting afoul of an old wreck, I tried to pull it out and failed, and as it was found impossible to clear the chain I ordered it to be slipped. After this was done I attempted to return to the Octorara, but the vessel ran afoul of a torpedo, which exploded near the after part of the pilot-house, a little to the starboard; the vessel sunk immediately in 10 or 12 feet of water, and I regret to state that two men were killed, two others badly wounded, and that I am badly injured in the left leg and foot.

Killed.—G. D. Andrews, 1st class boy, (colored;) J. Glen, landsman, (colored.)

Wounded —Acting Ensign F. A. G. Bacon; John Griswold, colored seaman; Patrick Manning, 1st class fireman.

I am, sir, very respectfully,

F. A. G. BACON,
Acting Ensign, late Com'dg U. S. Steamer Althea.

Acting Rear-Admiral H. K. THATCHER,
Com'dg West Gulf Squadron, Mobile, Alabama.

DESTRUCTION OF THE REBEL RAM W. H. WEBB.

Report of Acting Rear-Admiral H. K. Thatcher.

FLAG-SHIP GLASGOW, *New Orleans, April* 24, 1865.

SIR: I have the honor to inform the department that the rebel ram Webb ran the blockade of the Red river this morning, and passed this city at a high rate of speed; but so unexpected was her appearance that she received only two shots in her hull in passing.

As she approached the city she was flying the United States flag at half-mast, and was mistaken for an army transport.

The Hollyhock, Lieutenant Commander Gherardi, the Florida, Acting Volunteer Lieutenant Commander W. Budd, the Quaker City, Lieutenant Commander Spicer, and the Ossipee, Commander Le Roy, were despatched in pursuit of the ram, the Hollyhock far ahead, and when about twenty-five miles below the city she encountered the Richmond, Captain Theodore P. Green, coming up. The ram then headed in to the left bank of the river, ran on shore, and was set on fire by her commander, who proved to be Edward G. Reed, formerly of the United Staty navy.

Her crew consisted of about forty-five men, and her cargo was cotton, rosin, and turpentine, so that she soon blew up, the crew escaping to the swamps, except three, two of whom were captured and are prisoners; the third was destroyed with the vessel.

Her armament consisted of three guns.

The whole party will probably be captured by troops who will forthwith be despatched in pursuit of them.

As the ram passed the city she had a torpedo suspended from a spar from her bows.

I have the honor to be, very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding W. G. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Additional report of Acting Rear-Admiral H. K. Thatcher.

U. S. Flag-Ship Glasgow,
New Orleans, La., April 26, 1865.

Sir: In my despatch of 24th instant, numbered 78, I had the honor to report to the department the circumstances attending the running of the Red river blockade by the rebel ram W. H. Webb, and of her destruction below this city. The escaped prisoners were followed up by the navy, and by a detachment of the army stationed near this city, with the following results, viz: On the night of the 24th instant two (2) prisoners were captured near the spot of the destruction of the rebel ram, and on yesterday the following rebel officers surrendered as prisoners of war to Acting Master James Allen, who had been sent to pursue them through the swamps, viz: Charles Reed, (her late captain,) Lieutenant W. H. Wall, Master S. P. L'Blanc, Passed Midshipman H. H. Scott, Assistant Surgeon W. J. Addison, Pilot James West.

I have directed that these officers and two (2) of the crew captured on the 24th instant be sent north as prisoners of war—(the remainder of the men will be confined on board one of our vessels here, and will be sent north by the first opportunity—unless claimed by the army, to whom they surrendered)—by the United States steamer Florida, now about to sail for New York, and delivered by Acting Volunteer Lieutenant Commander William Budd, commanding the Florida, to the custody of the commandant of the navy yard at that port, or such persons as he shall designate, reporting the same to the department, together with a correct list and description of her officers. The crew of this confederate vessel will undoubtedly all be captured, as those now at large are still believed to be lurking in the swamps, and are closely pursued. The engines of the Webb, as well as her chains, anchors, battery, &c., will be saved in good order, and are apparently but little injured.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Commanding W. G. Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

NAVAL CO-OPERATION—EXPEDITION TO SELMA AND MONTGOMERY, ALABAMA.

Report of Acting Rear-Admiral H. K. Thatcher.

West Gulf Squadron, Flag-Ship Stockdale,
Off Mobile City, April 21, 1865.

Sir: I have the honor to inform the department that I have despatched the gunboat Sebago, Lieutenant Commander Harmony, the iron-clad steamer Cincinnati, Lieutenant Commander Brown, with the tin-clads Tallahatchie and Elk, to convoy a force of thirteen thousand men, under Major General Steele, to Selma and Montgomery. The gunboat Octerara, Lieutenant Commander Low, and monitor Winnebago, Lieutenant Commander Kirkland, remain near the junction of the Tombigbee and Alabama rivers for the purpose of covering an army force who are fortifying at a point above the junc-

tion to prevent the navigation or passage of those streams by the enemy. The two vessels last named will return here after having executed this duty.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy, Washington.*

EXPLOSION OF A MAGAZINE AT MOBILE, ALABAMA.

Report of Acting Rear-Admiral H. K. Thatcher.

UNITED STATES NAVAL HEADQUARTERS,
New Orleans, La., May 29, 1865.

SIR: I regret to inform the department that a terrible explosion took place in Mobile on the 25th instant, resulting not only in the destruction of a considerable portion of the upper part of the city, but in great loss of life.

Marshall's warehouse, where the ordnance stores which exploded were stored, was, perhaps, three-quarters of a mile from the flag-ship, and fragments of shell fell on board that vessel. Immediately after the explosion, Fleet Captain Commander Simpson repaired to the scene of disaster with a large force of sailors under his command, and rendered most valuable assistance. I forward herewith his report, (enclosure No. 1,) and desire to bring to the notice of the department the gallant conduct of Quartermaster Cooper, as given in Commander Simpson's narrative.

The tug Cowslip, (the only tug at my disposal,) under command of Acting Master W. T. Bacon, rendered very efficient aid in towing out of danger three vessels which otherwise would have been destroyed. His report (No. 2) is enclosed. This officer, on this as on every other occasion, proved himself an officer of ability and energy.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Fleet Captain E. Simpson.

W. G. SQUADRON, U. S. FLAG-SHIP STOCKDALE,
Off City of Mobile, May 26, 1865.

SIR: I have the honor to report, that on the afternoon of the 25th instant a destructive explosion of ordnance stores occurred at Marshall's warehouse in this city. A portion of the ammunition surrendered to General Canby by General Richard Taylor, of the confederate service, had been placed in Marshall's warehouse preparatory to transportation to the bomb-proofs in the forts, and by some unexplained accident the explosion occurred at this place.

The entire adjoining portion of the city was shortly in flames, and a fresh south wind assisted the work of destruction.

The loss of life has not been ascertained, but it is already known to be very large. I visited the scene of the fire, and with a large force of sailors was enabled to do some service, the presence of the sailors in the neighborhood of the exploding shells tending much to restore a partial feeling of confidence to the firemen, and others who were prevented by the bursting shells from working to advantage in extinguishing the fire.

I regret that two of our men were killed during the afternoon.

I desire to call your particular attention to the gallantry displayed by Quartermaster John Cooper, of the staff, a medal man, of the United States steamer Brooklyn, who, at the risk of being blown to pieces by exploding shells, advanced through the burning locality to rescue a wounded man from what would have been certain death. His efforts were successful, and he returned carrying the man on his back.

I am, very respectfully, your obedient servant,

E. SIMPSON, *Fleet Captain.*

Acting Rear, Admiral H. K. THATCHER,
Com'dg Western Gulf Squadron, Mobile, Ala.

Forwarded. H. K. THATCHER, *Acting Rear-Admiral.*

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Report of Acting Master William T. Bacon.

UNITED STATES STEAMER COWSLIP,
Mobile, Ala., May 26, 1865.

SIR: I have the honor to report that at about 3.20 p. m. on the 25th instant, a few moments after the explosion of the magazine in Marshall's warehouse, with your permission, I got under way and proceeded to the scene of destruction. The schooner Orville, loaded with hay, was lying near some burning barges, and in imminent danger. I took her in tow and brought her to a place of safety on the opposite side of the river. I then steamed up the river to where the Kate Dale was burning, to see if there were any persons on board in need of assistance. I then ran back towards the fire, and succeeded in saving the bark W. E. Anderson, then at anchor opposite the burning pile, and against which the hulk of a burning steamer was drifting, and also took the steamer N. W. Thomas in tow, and succeeded in anchoring them all safely beyond reach of the fire. I then steamed up to the dock, and finding I could render no further assistance, I returned to my former position near the flag-ship.

While returning from the Kate Dale I despatched a boat to steamer Tamaulipas, in charge of Acting Ensign A. Kalinski, to render her or others any assistance in his power. When he returned he reported that he had removed three wounded men from the Tamaulipas to the Sebago, and before returning, went on shore and reported to Commander E. Simpson for any duty he might assign him.

I cannot speak too highly of the officers and men under my command for the manner in which they performed the duties to which they were called.

I am, very respectfully, your obedient servant,

WM. T. BACON, *Acting Master, Com'dg.*

Acting Rear-Admiral H. K. THATCHER,
Com'dg West Gulf Squadron, Mobile, Ala.

Forwarded.

H. K. THATCHER, *Acting Rear-Admiral.*

EVACUATION OF THE DEFENCES OF SABINE PASS.

Report of Acting Rear-Admiral H. K. Thatcher.

UNITED STATES NAVAL HEADQUARTERS,
No. 148 *Canal street, New Orleans, La., May* 31, 1865.

SIR: I have the honor to inform the department that a despatch, under date of the 25th instant, was this day received from Captain B. F. Sands, reporting the evacuation of the defences of Sabine Pass, (Forts Mannahassett and Griffin.) Acting Volunteer Lieutenant Commander L. W. Pennington hoisted the United States flag on these forts. The guns, five in number, were all spiked. Fort Griffin is described as having fired bomb-proofs covered with two feet of solid timber, two layers of railroad iron, and four feet of earth on top. There were four magazines of like construction. Acting Volunteer Lieutenant Commander Pennington not having force to hold the forts, retired to his vessel, leaving the American flag flying.

Under date of the 27th instant Captain Sands reports that the rebel army of Texas have generally disbanded and gone home. The terms of surrender recently executed in this city between the rebel commissioners sent by General Kirby Smith and General Canby, United States army, having been complied with on the part of the rebels, it only remains to occupy the fortifications. With regard to the rebel naval force in Texas, I am assured by the confederate Lieutenant Commander Jonathan Carter, who is now here, and declares himself to be the senior naval officer, that there is no naval property, nor any naval officers in Texas on the seaboard, and only one vessel in the Red river, (the ram Missouri,) which will be surrendered to the commander of the Mississippi squadron.

I propose, so soon as General Canby is ready to occupy Galveston, to place two or three gunboats of light draught within the harbor for the present to aid the military authorities in preserving order.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

DESTRUCTION OF THE BLOCKADE-RUNNER DENBIGH.

Report of Acting Rear-Admiral H. K. Thatcher.

UNITED STATES NAVAL HEADQUARTERS,
No. 148 *Canal Street, New Orleans, La., June* 2, 1865.

SIR: I have the honor to report to the department the destruction of the blockade-runner Denbigh, on the 24th of May, off Galveston, the particulars of which are contained in the report of Captain B. F. Sands, a copy of which is herewith forwarded, (enclosed, marked No. 1.) Also the destruction of a schooner called the Le Compt, used as a guard-boat at Galveston, by boats from the Cornubia, Acting Volunteer Lieutenant Johnston, on the afternoon of the 24th of May. His report is herewith forwarded, (marked No. 2.)

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington

Report of Captain B. F. Sands.

UNITED STATES STEAMER FORT JACKSON,
Off Galveston, Texas, May 24, 1865.

ADMIRAL: I have the satisfaction to report the destruction of the famous blockade-runner Denbigh, side-wheel steamer, iron, 162 tons. She was discovered from this vessel at early daylight this morning aground on Bird Key spit, near Bolivar Point. I sent the Cornubia and Princess Royal to open fire upon her, and boats were sent from the Kennebec and Seminole to board and destroy her, which was effectually done by 7 a. m. A boat from the Seminole, in charge of Acting Volunteer Lieutenant Mundy, although the furthest off, was the first to board and apply the torch, and she was soon enveloped in flames, the crew having escaped to the shore when they saw they were discovered. Papers were found on board showing she was the Denbigh, from Havana, 18th instant. She is now a complete wreck, and has made her last voyage.

I regret to report that Luke Robins, seaman, of the Seminole, was instantly killed by the accidental discharge of his own gun while leaving the wreck.

I have the honor to be, very respectfully, your obedient servant,

B. F. SANDS,
Captain, Com'dg 3d Division, W. G. Squadron.

Acting Rear-Admiral H. K. THATCHER,
Com'dg W. G. Squadron, Mobile Bay.

Report of Acting Volunteer Lieutenant John A. Johnston.

UNITED STATES STEAMER CORNUBIA,
Off Galveston, Texas, May 25, 1865.

SIR: I have the honor to report that yesterday afternoon, in obedience to your order to prevent any of the enemy's boats from boarding the burning wreck of the blockade-runner Denbigh until she was completely destroyed, I got under way and stood into the Bolivar channel as far as the depth of water would allow, and anchored in twelve feet, about $1\frac{1}{4}$ mile outside the wreck. A schooner which had been at anchor about half a mile inside the wreck, on discovering the approach of the Cornubia, got under way and tried to escape into Galveston. On firing two shots at her she hauled down her sails, and a part of her crew got into a boat and escaped to the beach. I then sent an armed boat, under command of Acting Ensign Frank Millett, of this ship, to board her and bring her out if possible. On boarding her Mr. Millett found that she had drifted ashore on Bird Key spit, and had bilged and lost her rudder. Finding it impossible to get her off, he threw overboard a 24-pounder howitzer with which she was armed, and brought off four men whom he found on board, also five carbines, five new Enfield rifles, a steering compass, and a rebel flag. She proved to be the schooner Le Compt, the rebel guard boat-stationed at Galveston. During last night she beat over the spit, and now lies a wreck on Bolivar Point beach.

Very respectfully, your obedient servant,

JOHN A. JOHNSTON,
Acting Vol. Lieut., Commanding.

Captain B. F. SANDS, *Com'dg 3d Division, W. G. Squadron.*

SURRENDER OF GALVESTON, TEXAS.

Report of Acting Rear-Admiral H. K. Thatcher.

WEST GULF SQUADRON, U. S. FLAG-SHIP R. R. CUYLER,
Off Galveston, Texas, June 8, 1865.

SIR: In my despatch, No. 136, written at Mobile, I informed the department that rebel commissioners at Galveston had desired transportation to New Orleans to General Canby, with a view to arranging terms of surrender, and that I had directed such transportation to be furnished.

On the evening of the 28th of May I arrived at New Orleans, where I remained until the morning of the 5th instant, and during that period had several official interviews with Colonel Achbel Smith, the commander of the defences of Galveston, who assured me that there would be no opposition on the part of the forces under his command or the people to the occupation of Galveston by the navy. On the morning of the 5th I left New Orleans in the United States steamer R. R. Cuyler, and arrived off Galveston yesterday at 2 p. m.

Captain Sands then informed me that on the 2d instant Major General E. Kirby Smith and Major General J. B. Magruder came on board the United States steamer Fort Jackson, where they were met by Brigadier General E. J. Davis, representing Major General E. R. S. Canby, and the terms of surrender heretofore agreed upon between representatives of Generals Smith and Canby were signed by General E. Kirby Smith.

After the signing of the articles of surrender Captain Sands immediately took the necessary steps to buoy out the channels, and on the 5th instant proceeded inside the bar in the United States steamer Cornubia, followed by the Preston, and landed at Galveston, accompanied by Commander Stevens, Commander Downs, and Lieutenant Commander Wilson. An interview was held with the mayor, Charles H. Leonard, after which the flag of the United States was raised on the custom-house, the citizens conducting themselves in the most orderly manner. The flag is now flying on all the forts in the harbor, but as we have not sufficient force from the fleet to garrison the latter, I have directed the light-draught gunboats Cornubia, Preston, and New London to remain inside the bar, where they will soon be joined by the Port Royal. I have also given orders to Commander Le Roy, of the Ossipee, to convoy with his vessel the troops which General Canby, it is hoped, will in a few days be ready to despatch to occupy the different ports on the coast already surrendered to us.

General Brown, of the United States army, on the 1st instant, with a brigade, took possession of the garrison at Brownsville; the other ports on the coast of Texas, which have been heretofore blockaded by our vessels, are now held by the naval forces. Thus blockade-running from Galveston and the coast of Texas is at an end.

To-day I went on shore and had an interview with the civil and military authorities, by whom I was cordially received; and, in conversation, these gentlemen expressed themselves anxious for a speedy restoration of the old order of things, and reiterated their desire that a portion of our naval forces should remain within the harbor for their protection.

On this visit I was accompanied by Captain Sands and a part of my staff.

Very respectfully, your obedient servant,

H. K. THATCHER,
Acting Rear-Admiral, Com'dg W. G. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF THE UNITED STATES STEAMER WAVE.

Reports of Acting Volunteer Lieutenant B. W. Loring.

UNITED STATES NAVY YARD,
Washington, D. C., February 28, 1865.

SIR: In obedience to your order, dated December 31, 1864, and received February 2, 1865, I have the honor to present the following statement regarding the loss of the United States steamer Wave by capture May 6, 1864. In pursuance of orders received from Commodore James S. Palmer, dated New Orleans, April 15, 1864, to proceed with the United States steamers Wave and Granite City to Calcasieu Pass, Louisiana, and receive such refugees as might be willing to enter the navy of the United States, *receiving further instructions regarding the expedition from a Mr. Smith* whom I was directed to receive as a passenger, I left New Orleans on the evening of April 15, and the Southwest Pass on the morning of the 17th. Adverse winds and incompetent pilotage forced us to enter Atchafalaya bay to repair damages, and if possible procure another pilot. While there I forwarded a despatch to Commodore Palmer, informing him of the injuries received, requesting a more competent pilot, and that the Wave had but three (3) days' consumption of coal remaining, half of which was consumed going to the Southwest Pass of Vermillion bar, where there would be smoother water necessary before we could repair the vessel. During strong head wind we lay two (2) days ready to proceed, during which time the tug Ella Morse arrived with a pilot for the Wave. April 23, at 6 p. m, took tow from the Ella Morse, and proceeded. A tow was necessary when there was a six (6) knot breeze near ahead, for the Wave then became unmanageable. Daylight April 24, off Mermentan Pass, was obliged to furnish the Morse three tons of coal. Arrived off Calcasieu about 11 a. m.; discharged several shell at the old fortification, receiving no response, steamed directly into the pass, leaving the tug outside awaiting signal before entering, which was subsequently made. Anchored two (2) miles above the mouth of the pass, opposite Mr. Smith's house; the stream being very narrow, having barely room to clear the banks at turn of tide by dropping anchor in mid-channel with but eight (8) fathoms scope of chain. The Granite City arrived two days after, and entered the pass on or about the 28th, anchoring a few hundred yards below the Wave, and where the stream was somewhat wider. A guard of twenty-five soldiers who were attached to the expedition were landed from her and quartered upon the east bank. From the 27th labored diligently preparing to fulfil the objects of the expedition *as I had understood it from Mr. Smith,* collecting horses, saddles, and all the arms that could be found among the citizens.

The bridge across Mud bayou was destroyed, two parties sent to perfect its total destruction, and a third one, under the command of Acting Ensign Latham, the executive officer of the Wave, was sent, to be certain that not a vestige of it remained. Twice afterwards armed parties were sent to examine and to see that no effort had been made to cross or repair it. A small bridge across Oyster bayou was destroyed. Mr. Smith, an old resident of the place, emphatically assured me that it was impossible for the enemy to cross Mud bayou after the destruction of the bridge, and that it could not be rebuilt at that season of the year. Gathering refugees to drive cattle, and form a force of protection, was one of our objects. Scouts were scattered through the surrounding country to inform them of our presence. Scouting parties were on the alert day and night, endeavoring to capture rebel soldiers and disaffected citizens. Pickets were stationed at prominent points by day and night, and a boat, in addition, at the head of

the pass, by night. To do all this labor there were but twenty-five (25) soldiers and eight (8) or ten (10) refugees, who had returned from New Orleans with Mr. Smith, and belonged to his party. Ten more were added, *and only ten*, during the time we remained, from April 24 to May 6, the day of the capture. Many prisoners were brought in and confined in the Granite City. A boat expedition was sent to the head of the lake, returning with two prisoners. Mr. Smith was a very visionary man, and required constant watching to keep him at the required work. Each evening I met him and perfected the required arrangements for the following day's duties, and the stationing night pickets, who were partly composed of refugees, the soldiers having an entirely insufficient force for that duty, and often complained of inability to perform the requirements, from exhaustion. Using refugees for picket duty was a necessity. The Ella Morse was sent to Brashear City with despatches, and furnished with about seven (7) tons of coal, which left the Wave with but a ton. The chief engineer informed me that he had made a mistake in his calculations, of several tons. In the mean time the engineer's department was engaged in cutting wood for emergencies.

The officer of the deck was frequently instructed to be exceedingly vigilant ; that we were "surrounded by enemies, whose eyes were upon us both day and night." I made a practice of visiting the deck often during the night watches, and it was two or three nights previous to the 6th that, during a night round, I had detected a sentry asleep while on watch upon the upper deck. He was placed in irons for future trial by court-martial. The second despatch to Commodore Palmer advised him of our being destitute of coal, and of the small number of refugees that claimed protection ; the third informed him that we had been there ten days, and but ten refugees had made their appearance, and that we were obliged to furnish arms to some ; that all preparatory operations were concluded, and we were then lying idle for want of sufficient force to continue, and thereby "giving the enemy opportunity to organize against us ;" that in order to continue our work I should require "two hundred men armed, and spare arms for the refugees who were to assist us." Again, that we had no coal ; that I would like to be informed "when our part of the expedition was supposed to be accomplished," for I had received no orders when to leave there. I should not have left there without such order even if full of coal. The night previous to the capture I met Mr. Smith near his house, as usual, to arrange the pickets for the night. I always consulted him because he and his sons had control of the refugees, the sons generally taking charge of the parties and acting as guides for the scouts. Four points were picketed that night, viz : one near the bayou to the northward ; one to the southward and westward, on the Mermenton road ; one on the west side, near Mr. Thayer's house, in the Sabine Pass road, and one at the head of the pass, at the lake, by a boat from the Granite City ; a scouting party, to consist of ten men, with the lieutenant in charge of the squad, to examine the country fifteen miles on the Mermenton road, towards the pass of that name. All of the parties were necessarily small, and we experienced considerable difficulty in procuring even a small number for each station. A citizen in charge of one of the picketing parties came on board with me, and was furnished arms for that service. I have been more minute in detail than necessary for reasons that I will give you at the end of this report. On the morning of the 6th of May, at daybreak, I was awakened by the report of artillery, proceeding from an attack by the enemy ; discovered them by the smoke, posted well upon our starboard bow, abreast of the Granite City, upon the west side of the bayou. The banks were raised somewhat above the level of the surrounding country, and the whole covered with tall prairie grass, which entirely prohibited us from seeing the enemy. Judging of their position by

their smoke, a large number of sharpshooters were behind the bank firing towards the Granite City. It was at them I directed the bow guns should operate, under the charge of Acting Ensign Latham, the executive officer, while I, with a crew of volunteers, worked the broadside howitzers at their artillery. It was only at times, when the vessel would take a favorable sheer, that the broadside guns could be brought to bear. The engineer was ordered to get up steam, and was progressing favorably, until shots had penetrated the steam-drum and boilers. The action had progressed some time—I know not how long, for I made no note of time—when the quartermaster informed me that the Granite City had surrendered. The whole force of the enemy was then directed to the Wave. The second discharge of one of the broadside guns carried away the pivoting bolt, requiring considerable time to shift it to another port. The port bow gun was a Sawyer rifle, for which the only projectile on board was percussion shell, which, with the difficulty of training it to fire across the forecastle, rendered it of but little use. The other bow gun, a 32-pounder, was struck at the muzzle and split four feet, rendering it useless. The enemy, in sweeping around to get astern of the Wave, were discovered and treated to canister from the howitzers, and I afterwards learned that they suffered severely. The engineer reported the boilers disabled, and also the steam-drum and starboard engine. Finally, the enemy obtained a position on our starboard bow and quarter, and opened a cross-fire upon the ports, lying concealed in the grass, and so far aft and forward that our guns could not be trained upon them, even when loaded, which had been a very difficult operation, for the cross-firing at the ports. At this stage of the action, believing it impossible to save the vessel, I ordered the destruction of all munitions of war ; all muskets, pistols, revolvers, cutlasses, percussion primers, percussion caps, boarding pikes, &c. The paymaster's safe and signal-books were thrown overboard, the guns spiked, elevating screws broken into pieces, and compresser handles thrown overboard ; the magazine flooded, and the vessel surrendered, after one and a half hour's action. Upon examination I found the vessel to have received the following injuries : three of the four fog-chains cut, one of the fan-tail stays cut, starboard engine disabled, one gun struck on muzzle and split, two shot through boilers, two shot through steam-drum, boats and davits cut away; the upper decks were cut into chips; several rooms were stove into one—stoves,crockery, lumber, strewed around; officers' clothes, trunks, bedding, &c., destroyed. Fortunately, and most miraculously, our loss was but ten men wounded, only one of whom has since died of his wounds. The force of the enemy consisted of the whole Sabine Pass garrison, (with the exception of ten men left as guards,) of four pieces of heavy artillery and three hundred and fifty sharpshooters. The guard of soldiers stationed up the opposite side of the river from the point of attack gave us no assistance. The enemy subsequently reported the Wave struck by sixty-five artillery shot, besides grape, considerable of which was used. Their loss, by report of the rebel surgeon, was twenty killed ; no mention made of wounded. We were permitted to take all our personal effects, and were well treated while in the hands of our immediate captors.

I am, very respectfully, your obedient servant,

BENJAMIN W. LORING,
Acting Volunteer Lieutenant, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

NAVY YARD, *Washington, March.*

SIR: In the accompanying report I have been governed by your order requiring *minute particulars* regarding the loss of the Wave; also believing these particulars necessary to relieve myself from the disgrace reflected upon me by the publishment of Admiral Farragut's report and opinions respecting that affair, which, in all respects, I cannot but believe were formed without sufficient evidence to justify the censure implied. I feel much aggrieved to have learned, but a few days ago, that, thinking that I had done my duty well, and while suffering imprisonment in Texas, that I was remembered only as disgraced. From Commodore Palmer I requested a copy of the orders under which I was acting, that *you* might judge whether they were sufficiently explicit or not. I was vouchsafed no verbal information, nor held any conversation with any one regarding our expedition prior to sailing from New Orleans. The request for copies of my despatches, written between the time of sailing and the capture, resulted in the receipt of a communication dated but *two* days previous to our capture, which Commodore Palmer knew had not been received by me; therefore, why forward it now? Even *it* would have given no satisfaction as to the repeated request for coal, and for men and arms, before we could proceed with the work before us. It orders me "to return to the Southwest Pass as soon as the expedition is accomplished," &c., without coal, or the necessary means to accomplish our object. You will observe that the papers I requested were forwarded to Admiral Farragut. I would respectfully request that they may be produced to verify these statements.

Admiral Farragut formed his opinions from letters written by Captain Lamson and Dr. Boyden. I think Captain Lamson was present and cognizant of the arrangements made for the duties of the night of May 5th, and it was to him, personally, the order was given to send a boat from the Granite City up to the lake on picket, for that duty had been performed by the Wave's boats the two previous nights. The admiral undoubtedly knows that I would not be expected to make a confidant of my surgeon, who was but a boy, and a very simple one too. When produced, those despatches will show that I was perfectly aware of the danger of our situation, and being so, the neglect to perfect all precautions in my power for security would stamp me void of good sense. Enclosed you will please find a statement from Mr. Smith and his son, who was placed in command of one of the picket stations upon the night of May 5. It is intimated, also, that our resistance was insufficient, because there were *no men killed.* I confess to the weakness of congratulating myself that there were none. The situation at the time of surrender may be summed up thus: steam-power completely destroyed, the Granite City in the hands of the enemy, whom I had seen taken on board by *her crew* a long time before, and she was lying below the Wave. The positions gained by the enemy could not be reached by our guns, thus rendering us perfectly helpless. From their protected positions an incessant cross-fire upon our ports was maintained, whereas nothing could be discerned of them but flashes of smoke. Their artillery was posted well upon the starboard bow, and our only bow-gun that could be brought to bear upon them was disabled. The broadside guns could be trained to reach them only as the vessel gave a favorable swing well to port, even when loaded, which had become a very difficult matter. Therefore, believing the salvation of the vessel hopeless, I deemed the best measure remaining was to destroy the munitions of war, which was performed successfully. In conclusion, I beg that nothing contained in this communication may be interpreted as disrespectful, for nothing is further from the intention,

although laboring under a sense of great injustice, and the belief that the whole transaction has forever barred my future advancement.

Very respectfully,

BENJ. W. LORING,
Acting Volunteer Lieutenant, United States Navy.

Hon. GIDEON WELLES,
Secretary of the Navy, Navy Department, Washington, D. C.

UNITED STATES NAVAL HEADQUARTERS, No. 148 CANAL STREET,
New Orleans, Louisiana, February 2, 1865.

CAPTAIN: By direction of Commodore James S. Palmer, in answer to your request of the 18th ultimo, I enclose a copy of the commodore's instruction to you, dated May 4, 1864. All other papers connected with the capture of the Granite City and Wave were forwarded at the time to Rear-Admiral D. G. Farragut, commanding the squadron.

Very respectfully, your obedient servant,

FRED. T. MASON, *Acting Ensign U. S. N., Staff.*

Acting Vol. Lieut. BEN. W. LORING, U. S. N.,
Valparaiso, Illinois.

UNITED STATES NAVAL HEADQUARTERS, No. 148 CANAL STREET,
New Orleans, Louisiana, May 4, 1864.

SIR: I have received your letter by the Ella Morse. So soon as the object of the expedition has been accomplished, you will return to Southwest Pass with the Granite City and Wave, and report to me by telegraph. You understand that you were sent there to assist the army in getting stock, and to pick up recruits for the navy. When, in your opinion, you have accomplished these things, you will obey your orders as instructed above. Communicate with me by the Ella Morse, and direct your despatches to be sent to me from Brashear City by telegarph. You can judge of the situation of affairs where you are better than I can, so you must use your own discretion about leaving there.

Respectfully,

JAMES S. PALMER,
Commodore, Com'dg at New Orleans.

Acting Vol. Lieut. BEN. W. LORING,
United States Steamer Wave.

NEW ORLEANS, *December* 12, 1864.

DEAR SIR: Having learned that statements have been made with reference to the manner of keeping up picket guard during the time you were lying at Calcasieu Pass, about the 6th of May last, calculated to do you injustice, I take pleasure in stating, as an act of justice, what the facts really are, I being present and cognizant of them. We had been there about eleven days prior to said date, having a military force to do duty of twenty-five men. These men were all kept employed during the day in scouting and doing picket duty, and so continued up to the night of the 5th of May. At night a part of these men, usually about ten, were kept on duty scouting and doing picket service, assisted by the refugees who had come in to the number of twenty or twenty-five. On the night of the 5th ten of the soldiers, with about a like number of refugees, were put on duty as scouts and pickets, one picket being stationed in the direction of Sabine Pass, one near Lake Calcasieu, as also a boat's crew stationed there, and another picket stationed in an eastern direction, and also a scouting party in the direction of the Monton, with orders to go as far as ten or fifteen miles. After this disposition had been

made, upon consultation between you and myself, being much fatigued and for greater personal safety, I retired on board the gunboat Granite City, where I was aroused from my slumbers by the attack of the rebels on the morning of the 6th of May.

Feeling that you did your duty as a brave and faithful officer, I wish to tender you herewith my grateful appreciation in behalf of myself and other suffering loyal men, and indulge the hope that your future labors may meet their merited reward.

I have the honor to be, very respectfully, &c.,

DUNCAN SMITH.

Captan BENJ. W. LORING, U. S. N.,
Late Commander Gunboat Wave.

I take pleasure in stating I am well acquainted with the character of Captain Duncan Smith, who makes the above statement, and know it to be good for honesty and integrity.

JOHN HANCOCK, *of Texas.*

CITY HOTEL, *New Orleans, Louisiana.*

NEW ORLEANS, *December* 12, 1864.

To whom it may concern:

The captain of the Wave (45) came ashore on the evening of the 5th of May last, and made arrangements for the pickets; I took six men and started for Mud Pass; on crossing the river I found that the horses were gone, consequently I could not get to the place the captain wished me to go. I then took my post near Mr. Thayer's, thinking if the enemy should come they would pass near where I was picketing, but they did not come near where I was standing, consequently they made their attack before I knew where they were.

Yours, respectfully, P. E. SMITH

CAPTURE OF THE UNITED STATES STEAMERS CLIFTON AND SACHEM.

Report of Acting Volunteer Lieutenant Frederick Crocker.

EDGARTOWN, MASS, *April* 21, 1865.

SIR: While a prisoner to the rebels I received permission to forward a concise account of the circumstances attending the capture of the United States steamers Clifton and Sachem, under my command, and the failure of the attack upon Sabine Pass, Texas, September 8, 1863; but I am unable to learn that it reached the department. I have the honor now to send a more complete report.

As arranged between Major General Franklin, commanding the land forces, Commodore H. H. Bell and myself, the attack upon Sabine Pass was to have been a surprise. It was intended that the expedition should arrive off the pass during the night of the sixth, and be ready to start in over the bar with the whole force at early daylight on the morning of the seventh, with the expectation of finding the rebel steamers, known to be there, with steam down, when they would be unable to escape. In order to insure the success of this plan, Commodore Bell despatched the Granite City, Acting Master C. W. Lamson commanding, having our principal pilot on board, a day in advance, with orders to communicate with the blockaders at Sabine, and anchor his vessel exactly at the mouth of the channel, and at

night to show a light from the seaboard side of his vessel, by which the fleet could, on their arrival, be guided to a proper anchorage. On the morning of the 6th of September the advance division of the land forces, under Brigadier General Weitzel, in transports, convoyed by the United States steamer Arizona, Acting Master Howard Tibbetts commanding, rendezvoused at Barrel Stake light-house, Atchafalaya bay, where they were awaited by the naval force under my command, mainly the United States steamers Clifton and Sachem, Acting Volunteer Lieutenant Amos Johnson. After detailing sharpshooters to the three gunboats, the whole force started for Sabine, regulating the speed so as to arrive at the pass during the night, as had been arranged. After dark the whole convoy following the Clifton closed in with the land, and moved down the coast in not more than four fathoms water to insure falling in with the Granite City and her signal-light, as there was no other way to ascertain the exact position of the pass in a dark night. The expedition steamed along the coast in this way, until, by the reckoning and the bending of the sea-coast, it was certain that it had passed the desired point, when it turned and moved back in the same way, until by the reckoning it having again passed the sought-for point, it became certain that the Granite City was not at her post; that the blockaders were also away, and consequently that the expedition could not anchor exactly at the appointed spot. I therefore deemed it best to move to the eastward, and off shore far enough to be concealed from the coast when it became daylight, and it was done. At daylight the Granite City was in sight, inshore, and came near. Acting Master Lamson reported that on arriving off the pass the day previous, he found no blockaders there; but soon after anchoring he discovered a large man-of-war steamer, painted lead-color, which his fertile imagination transformed into the dreadful Alabama; that he thereupon got under way and left, went to the mouth of the Calcasieu river, and sent in a boat to get information about Sabine, but obtained none. As the first attempt at surprise had failed, and as there was danger of the enemy obtaining some information of our intentions, through the ill-advised communication at Calcasieu, I proposed to General Weitzel that we should immediately start for Sabine and make the attack at once, but he was still in favor of attempting a surprise, and preferred to wait for the next night, and as my orders were to "co-operate with the army," I of course waited also. The Granite City was sent once more to the pass, with orders to anchor and show a light, as before directed; and the other steamers were extended in a line across the route of the other divisions of the expedition, to intercept them. During the day, however, it was ascertained that the division under the immediate command of General Franklin had passed unseen, and was at anchor off the pass. As surprise was now no longer possible, the remainder of the expedition moved in towards the pass, and during the night of the seventh came to anchor near the channel. There I found the gunboat Cayuga, and to her commanding officer I showed my orders, and asked for information; but he, although he had been stationed off the pass several months, was unable to give me the slightest information about the character of the fortifications, or the amount of force in the pass, but believed we should find them much stronger than we expected. Having informed General Franklin of this, it was deemed proper for the Clifton first to steam in over the bar, at early daylight and then, if the anchorage was safe, to signalize the other gunboats and the transports to pass the bar also. Accordingly, at daylight on the morning of the eighth I crossed the bar in the Clifton, and moved up the pass, when I discovered a very formidable earth-work, mounting six guns, some of them apparently very heavy, and a small cotton-clad steamer; but, with the exception of a very few in the battery, no troops, and no signs of any, nor of any other fortifications. After steaming up within easy range of

the enemy's guns, and throwing a number of shells to draw their fire without success, I signalled for the whole fleet to cross the bar, which was done as fast as they could push through the mud, and by about ten o'clock a. m. all the gunboats and a large number of transports were inside at anchor.

Immediately upon his arrival I boarded General Franklin's steamer to consult about the next move. It was decided that the battery appeared too formidable to warrant an attack by the gunboats alone, as was first intended; for, with the exception of the Clifton, their armaments were light, and the boilers and machinery of the whole entirely unprotected; and it was determined that the army should assist in the attack. I took General Franklin and General Weitzel ashore in my boat to reconnoitre, when it was decided that a landing of troops could only be effected at the "Old battery," where bank was nearly perpendicular, and the water of sufficient depth to allow a steamer to run directly alongside of it, but which was within range of the enemy's guns. These facts ascertained, the plan of attack was arranged as follows :

It being evident, from the appearance of the enemy's guns, that they were elevated and pointed to command one particular place in the Texas channel, and that if the gunboats reached that point without diverting their aim they would almost certainly be disabled, I determined to avail myself of the other channel, and by sending a part of my force up that, compel the enemy to change the direction of his guns, or permit them to pass the battery unmolested. Accordingly, I ordered the Sachem, followed by the Arizona, to steam rapidly up the Louisiana channel, while I in the Clifton, advanced slowly up the Texas channel, with the intention to make a dash upon the battery the moment its guns were turned upon the Sachem and Arizona. In any event I expected that a part of my force would pass the battery, and felt sure that either vessel could cope successfully with the enemy's miserable cotton-clad which lay above.

The Granite City having only a battery of light howitzers, was detailed to follow the Clifton, take position just above the "Old battery" in the Texas channel, and cover the landing of the troops, which were to begin to land the moment the gunboats commenced the attack. The troops as fast as they landed were to be thrown forward as skirmishers and sharpshooters, and assist to drive the enemy from their guns. All parts of the plan were fully understood by General Franklin and General Weitzel, and by the commanding officers of the gunboats, and met their expressed sanction and approval. As I left General Franklin to commence the attack, my last words were, that if I grounded under the battery, as was possible, I should be entirely destroyed should he fail in landing the troops as he proposed; and he again promised to have his transports follow the gunboats closely. The naval forces were ready for the attack by noon, but were delayed waiting for the army transports till nearly four o'clock, when General Franklin informed me that he was ready, and I at once made the signal to engage, and commenced steaming slowly up the Texas channel, throwing shells rapidly from the nine-inch gun forward. The Sachem proceeded slowly up the Louisiana channel, followed, after considerable floundering, by the Arizona, and reached nearly half way to the batteries before the enemy changed the direction of their guns; and even then they fired so wildly, that of about thirty shots aimed at the Sachem only one took effect; but that one totally disabled her and silenced her fire. The commander of the Sachem informed me, that as soon as he was disabled he anchored to prevent grounding, and sent a message to the commander of the Arizona to come up and take him in tow; but, although the Arizona was at one time nearly within hail, the order was not obeyed, and the Sachem was thereby lost.

The Arizona slowly followed the Sachem, keeping up a slow and very ineffective fire until the Sachem was disabled, and then made no effort to pass that vessel, but lay in the channel, rendering no important assistance until the Clifton and Sachem surrendered, when she turned and made her escape. The Granite City, although ordered to follow the Clifton closely until its position above the "Old battery" was reached, apparently made no attempt to obey the order, but lay during the whole engagement, drifting with the tide, near the transports and beyond the reach of the enemy's guns. Immediately the battery changed the direction of its guns, the Clifton started under a full head of steam up the Texas channel, and had reached more than half way to the battery before the enemy discovered her rapid approach; but then they at once brought every gun to bear upon her. Their aim, however, had, as I expected, become so deranged, that not until the Clifton had her wheel-ropes shot away or parted, and had grounded in consequence, did their shot take effect. The Clifton grounded in a position such as enabled her to use only three guns, which were for a time used with accuracy and effect; but soon after she grounded a shot struck the steam-drum, when she became entirely helpless. The steam and hot water drove the sharpshooters and every one off the upper deck. Another shot mortally wounded Acting Master Robert Rhodes, my executive officer, who fell early in the fight bravely doing his duty.

In order to bring another gun to bear, I ordered Acting Master's Mate H. S. P. Rollins to train his gun forward and blow out the side of this vessel. This he did, and that gun was thus brought into use during the remainder of the action. Upon the loss of my executive officer, I directed Acting Master B. S. Weeks, who was next in rank, and in command of the after pivot gun, (not in use,) to assume the duties of executive officer. He replied that he "did not see anything to do." Soon after the vessel caught fire, and I directed him to have the fire extinguished. He asked me if I expected him to do it himself, saying that he did not know where the buckets were and could not control the men. I then ordered the Senior Engineer James A. Fox, who was standing near, to have it put out, and he did it promptly. In the mean time the enemy's fire was becoming hot and deadly, and men were falling fast. A shot struck the muzzle of one of the forward guns, partially disabling it and wounding many of the crew. While placing new men at the gun I learned that the lock of the nine-inch pivot, forward, my main dependence, was broken, but the crew were manfully fighting it, and exploding the primer with a hatchet. In this way the fight continued about half an hour, and yet the Granite City nor the army transports had made not the slightest movement towards taking their positions, but lay drifting with the tide. The Sachem had been entirely silent, the Arizona making only a few ineffectual shots, and the enemy's fire becoming more and more accurate and deadly While I was at the forward gun directing the fire and encouraging the crew with the hope of being able to hold out till the army should afford us the promised relief, Acting Master Benjamin S. Weeks, the officer who, in the commencement of the engagement, could find nothing to do, came to me and entreated me to surrender, and save a useless sacrifice of life, adding that he had already *hauled down the flag!* He called my attention to the fact that no help had as yet started and that there was no appearance of any coming; that the Sachem was disabled and silenced, the Arizona retreating, and our men rapidly jumping overboard; that it was of no use to fight longer. Unfortunately, by this time his remark was true; for seeing the flag hauled down, the men became rapidly demoralized, and, with a few brilliant exceptions, began to leave the guns and take to the water. Thus my last hope left me and I surrendered, immediately destroying all signal books and public papers. During the engagement the wounded received no attention, as the surgeon

was not to be found. It was reported to me that Acting Assistant Surgeon D. D. T. Nestell climbed over outside and got upon the rudder, and there remained during the engagement.

It is with great reluctance that I report the conduct of the commanders of the Granite City and Arizona, of Acting Master B. S. Weeks and Acting Assistant Surgeon D. D. T. Nestell—conduct so unusual in naval officers—but I believe it a duty I owe the service and the country.

The reason why the army failed so utterly to co-operate, after having promised so fairly, I have been unable to learn; but it has been since proven to me that if a single movement towards landing troops had been made, the enemy would have evacuated Sabine Pass, and the expedition would have proved a success. For two days after the fight there were not three hundred men at Sabine or within many miles of that place. My report would be incomplete without mention of the gallant conduct of Acting Ensign William W. Weld, who has been also mentioned for gallantry by other commanding officers. He and his whole gun's crew fought the forward pivot gun in the coolest and most gallant manner possible. Acting Second Assistant Engineer James A. Fox, Acting Master's Mate Henry S. P. Rollins, and N. Loring Cannon also deserve commendation for the gallant manner in which they fought their guns and performed every duty. All the petty officers also behaved remarkably well, standing to their guns and fighting to the last.

In conclusion, I bear willing testimony to the gallant manner in which Acting Volunteer Lieutenant Amos Johnson, of the Sachem, carried out, so far as he could, the duty assigned him.

I have the honor to be, very respectfully,

FREDERICK CROCKER,
Acting Volunteer Lieutenant.

Hon. GIDEON WELLES, *Secretary of the Navy.*

MISSISSIPPI SQUADRON.

LOSS OF THE UNITED STATES STEAMER UNDINE.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, November 4, 1864.

SIR: I have to report to the department the loss of the United States steamer Undine (No. 55) on the 30th ultimo, in Tennessee river, about fifty miles above Paducah, in an engagement with the enemy, who was in considerable force, and used from five to seven pieces of field artillery. The Undine was a light-draught river boat, carrying four 24-pounder howitzers on each side. The action was animated. The affair is undergoing the investigation of a court of inquiry. The boat code signal book was probably captured, of which commanding officers here will be informed and the Bureau of Navigation notified by telegraph. The water is too low for any but the light-draughts above this. There are now nine light-draught in the lower part of the Tennessee.

I have the honor to be, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

DESTRUCTION OF THE UNITED STATES STEAMERS TAWAH, KEY WEST, AND ELFIN.

Report of Acting Rear-Admiral S. P. Lee.

UNITED STATES MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, November 5, 1864.

SIR: The light-draught (tin-clads) gunboats Tawah, (No. 29,) Key West, (No. 32,) and Elfin, (No. 52,) were burnt on the 4th instant, in the Tennessee river, near Johnsonville. After a severe engagement of several hours' duration, Acting Volunteer Lieutenant E. M. King, commanding Key West, considering it impossible to save the vessels, ordered them to be fired. Previous to their destruction these gunboats had burnt the Undine (captured by the enemy on the 30th ultimo) and recaptured the transport Venus. It was found necessary, however, to burn the Venus and seven (7) other transports at the same time that the gunboats were destroyed. The enclosed copies of telegrams from Lieutenant Commander Shirk and Acting Volunteer Lieutenant King give all the particulars thus far received.

I have the honor to be, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James W. Shirk.

UNITED STATES MILITARY TELEGRAPH,
November 5, 1864.

[By telegraph from Paducah, November 5, 1864.]

To Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Mound City:

Just received despatches from Johnsonville. On the 2d instant the Key West and Tawah disabled the Undine, with rebels on board, and captured the Venus with 20-pounder Parrotts and two hundred (200) rounds of ammunition. Yesterday, at 8 o'clock, the Undine was fired by the Elfin, and Tawah went down and engaged battery of Parrotts above Reynoldsburg island, and found it too heavy for them; they returned to Johnsonville with guns of Elfin and Key West disabled. At 2 p. m. batteries above and below Johnsonville opened upon the gunboats; they went up opposite the upper battery, and after fighting until most of their ammunition was gone and the Tawah's Parrotts disabled, and finding that it was impossible to hold out any longer, the gunboats Tawah, Elfin, and Key West were burned; seven (7) transports and the prize Venus were also burned. Captain King reports that the other gunboats are below the batteries, and says that Johnsonville can only be saved by a large force and iron-clads. I respectfully ask that arrangements be made so that by the time the river rises one or more iron-clads may be ready to clear it out.

JAMES W. SHIRK,
Lieutenant Commander, Commanding 7th District.

Report of Acting Volunteer Lieutenant E. M. King.

JOHNSONVILLE, *November* 4, 1864—4 p. m.

At daylight this morning the Undine came up through the chute at Reynoldsburg island, loaded with rebels, who fired her. At 8 a. m. the Paw Paw and three other gunboats came in sight. I went down with Elfin and Tawah and engaged a battery. Found Parrotts above Reynoldsburg island, west side. It was too much for us. The Key West received ten shots through upper works, seven through the deck, and two through hull. Guns were disabled on my boat and Elfin. Shell of Tawah, received from Nashville, mostly too large. At 10 a. m. we returned here. At 2 p. m. batteries opened on us opposite this place, above and below. The three boats and forts were engaged. In shipping our cable it got foul of stern wheel, and anchor was weighed. The Tawah took us in tow, and we moved to the bend opposite the upper battery. Both batteries now opened on us. After firing away most all our ammunition, I gave orders to get ready to fire the boats. Tawah's starboard bow Parrotts disabled and cases bent. Seeing it was impossible to hold out longer, we burned the boats reluctantly. Paw Paw and other boats are below, with batteries above and, I think, below them. My officers and crew I have ordered to the fort. Johnsonville can only be saved by a large force and iron-clads. Seven transports and one prize (Venus) are set on fire. We have done the best we could. With a heavy heart I close this despatch.

E. M. KING,
Acting Volunteer Lieutenant, Commanding, Key West.

Commander J. W. SHIRK.

UNITED STATES MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, November 7, 1864.

SIR: Referring to my No. 8, of the 5th instant, I enclose copy of Lieutenant Commander Fitch's report, dated 5th instant, giving the details of the loss of the Tawah, Elfin, and Key West. Also, copy of a letter from Lieutenant Commander Shirk, dated 5th instant, enclosing two telegrams of 2d and 3d instant, from Acting Volunteer Lieutenant King. The third telegram therein referred to, also from Acting Volunteer Lieutenant King, was forwarded to the department in my No. 8.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE, *Acting Rear-Admiral.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander Le Roy Fitch.

UNITED STATES STEAMER MOOSE,
Tennessee River, November 5, 1864.

SIR: I have the honor to report that on the evening of the 1st instant, about 10 p. m., I received a telegram from Lieutenant Commander J. W. Shirk requesting me to render him such assistance as lay in my power. It was too dark for me to get over the bars that night, so I was obliged to remain until daylight, when I got under way with three boats, the Moose, Brilliant, and Victory, and proceeded to Paducah. After communicating with Lieutenant Commander Shirk, and understanding the nature of affairs, we thought in all probability that Forrest's move above was for the purpose of cutting off the gunboats, and that in all probability an attack on Paducah was meditated. Lieutenant Commander Shirk, therefore, thought it best that he should remain with the Peosta at Paducah in case of an attack there, and that I should move on up the river with my three boats and overtake the three vessels, Paw Paw, Fairy, and Curlew, under charge of Acting Volunteer Lieutenant Jason Goudy, who had been sent up by Lieutenant Commander Shirk in advance.

On the morning of the 3d instant I came up with Acting Volunteer Lieutenant Goudy, just below Fort Hindman. He was at that time throwing a few shells on the hills, to ascertain, if possible, the locality of the enemy. I directed the boats to be dropped back, and formed them to move up the river in regular order, reserving their fire for the batteries, should they open on us. The river here was deep and wide enough to engage batteries, should any open, without the risk of grounding. Seeing nothing of the enemy, I moved on up the river to Paris landing, some three or four miles above, where I learned that Forrest had moved up towards Johnsonville with his entire command, and had some eighteen or twenty pieces of artillery. He also had with him the steamer Venus (on which he had mounted two rifled 20-pounder Parrotts) and the gunboat Undine, which was said to be in good running order.

I found some of our wounded at Paris landing suffering for want of medicines, &c. One of them I brought on board this vessel; the others were not able to be moved. I therefore left with the surgeon attending them some medicines and moved on up the river. At the crossing of the Clarksville and Memphis railroad we came up with a force of cavalry, some forty or fifty, foraging. They were shelled and soon disappeared.

Above Turkey Creek island, or rather just below Green Bottom bar, about

thirty miles above Fort Hindman, I came up to a large encampment about 9.30 p. m. We at once opened fire and drove them back, but I suppose not entirely away, as they could be heard during the night. After shelling the encampment for a time, causing the rebels to extinguish their fires, I dropped down a little below the camp and to where there was no road by which they could bring artillery on the bank abreast of me, and anchored for the night. I was then about six miles below Johnsonville. I did not advance further, as there were some narrow places to run and bad bars to cross, and I knew not at what point I might come in contact with their artillery. Early next morning, the 4th instant, I got under way and proceeded up the river to the foot of Reynoldsburg island, where I could see the three gunboats above, the Tawah, Key West, and Elfin, under command of Acting Volunteer Lieutenant E. M. King. I moved up to the foot of the chute with three of my boats, the Paw Paw, Fairy, and this vessel, (they having the longest range guns,) and opened fire on a battery at the head of the chute, in hopes of drawing their fire to ascertain the calibre of the enemy's guns; but they would not respond, and only moved their guns around in a small ravine or behind an embankment to protect them from our fire. When we opened fire on this battery the Key West, Acting Volunteer Lieutenant King, moved down towards us, made his number, and I suppose intended to come down to communicate; but if it was his intention to do so, I presume he was prevented by a heavy battery placed in the false bend, just below the point. This battery commanded the upper end of the chute, and was protected from my fire by a skirt of heavy timber on the point below. When the Key West approached this battery a heavy fire was opened on her, and some thirty-odd shots were fired at her in twenty minutes, with what effect I am not able to say, but she backed up and again went above. I then opened on this battery, firing deliberately, so as not to waste any ammunition, but I do not think I could do much execution, owing to the heavy timber intervening. When I started up the chute and the Key West started down, the enemy set fire to the Undine and abandoned her. I do not think the enemy got her guns, as it was reported that her guns were on her just before we opened fire on them. If this was the case, he had not time to remove any of them. Soon after she burned down her magazine exploded, and she lodged in the false bend above the island. The Tawah captured the Venus, with two 20-pounder rifles and some three hundred rounds of ammunition.

It was my intention at first to try to run the batteries and get above, but after considering everything, and seeing what little chance there was for any of my boats getting through, I thought it mere folly to attempt such a hazardous move, as I am almost confident that not over two boats out of six would have got through, and thus could never have got back again. I send you a rough sketch of the river at this point, and also the position of the batteries. You will see that in passing up to the right of the bar the channel is very narrow, and to pass through the boats would have to go within fifty yards of two rifle batteries, and the channel was so very narrow that but one boat could pass through at a time, and if disabled she would lodge on the head of the bar directly under the batteries and over one hundred yards distant. With one boat disabled and on the bar, none of the others could assist her, as there was not room for another boat to pass up alongside to go above. The current is very swift and the water shoal, so that in going through the vessels would have to go very slowly and one after the other, so that but one boat could engage the two batteries at a time, and in passing out she could not have used any of her guns, as she would have been stern on.

Had there been a chance of my getting through with the loss of only one or two boats, and then dislodging the enemy, I should have attempted it;

but having no force on shore to co-operate with me, or to take advantage of what I might gain, I did not see what I could accomplish, for even had I got through, I could not drive them away permanently; and when I would attempt to come below again, batteries would have been planted to fire into the stern of my boats. In fact, I firmly believe, had I made the effort not a single boat would have got out of the river. During the afternoon other batteries were moved to the river above, and commenced shelling the transports, which were fired. I do not know whether the shell fired them, or they were set on fire by our forces in Johnsonville. The three gunboats above went up and engaged these batteries; but I think were all destroyed, as the firing was very rapid and heavy till nearly dark, and I think the gunboats were among the number we saw on fire. When the firing opened above, I again moved up the chute, thinking that the batteries there might have been removed; but after engaging them for some time, I found that they occupied a position from which I could not dislodge them, and that they were, to all appearances, as strong as ever. After dark firing ceased, and I found the enemy closing in abreast of me, doubtless with a view of planting batteries. I directed some of the boats to use canister on them, which drove them back from the bank. Some time after dark I received information that Forrest was moving some of his heavy guns to get below me and prevent us getting out. As it had every appearance of fogging, which would prevent our running, I determined to drop below at once to where he could not cut us off. I therefore moved down to Paris landing and anchored for the night, as I did not see that I could do any good above, and was confident that he would, owing to the low stage of water, get a battery into a position that would destroy some of the boats if I remained above them. The Key West, Tawah, and Elfin fought desperately, and were handled in magnificent style; but it is impossible for boats of this class, with their batteries, to contend successfully against heavy rifled field batteries in a narrow river full of bars and shoals, no matter with what skill and desperation they may be fought. I will move up the river cautiously, and if I can get Forrest's batteries in a position where I can bring our boats in action together, I think I can do him considerable damage, if not disable some of his guns. During the afternoon a messenger from the fort came down to me, and I sent up word to Acting Volunteer Lieutenant King to get the transports and the gunboats together, and, as a last resort, to run the batteries and get below to me; but above all not to let any of the transports fall into the enemy's hands. I am afraid he never received the despatch, as Johnsonville was in all probability surrounded by the enemy. I do not think Forrest can take the fort, but his shell or our forces have undoubtedly destroyed everything. It is reported that Hood's entire army is coming in this direction. If this be true, there will be required a heavy boat with heavy metal in the Cumberland, as well as in this river, to keep communication open.

I am, very respectfully, your obedient servant,

LE ROY FITCH,

Lieut. Commander, Com'dg 10th Dist. Miss. Squadron.

Rear-Admiral S. P. LEE,

Commanding Miss. Squadron, Mound City, Illinois.

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In forwarding this report, I take pleasure in saying to the commander-in-chief that from my knowledge of the Tennessee river, and of the class of vessels in the 9th and 10th districts of this squadron, usually denominated tin-clads, Lieutenant Commander Le Roy Fitch and Acting Volunteer Lieutenant E. M. King (who commanded the boat at Johnsonville) have done all

that men could do to defeat the plans of the enemy and to uphold the honor of the flag. If they were not successful, it was not because they were not brave, prudent, and faithful officers, but because they were met by an overwhelming force of the enemy.

JAMES W. SHIRK,
Lieut. Commander, Com'dg 9th Dist. Miss. Squadron.

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Additional reports of Acting Volunteer Lieutenant E. M. King.

UNITED STATES STEAMER PEOSTA,
Paducah, Ky., November 5, 1864.

SIR: I have the honor to enclose, for your information, copies of three telegrams received this day by me from Acting Volunteer Lieutenant E. M. King, United States navy, lately in command of the United States steamer Key West.

I have the honor to be, sir, your most obedient servant,

JAMES W. SHIRK.

Rear-Admiral S. P. LEE, U. S. A.,
Com'dg Miss. Squadron, Flag-ship Black Hawk, Mound City, Ill.

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[By telegraph from Johnsonville, November 2, 6.30 p. m., 1864.]

No. 1.] NOVEMBER 6, 1864.

To Lieutenant Commander J. W. SHIRK:

At 3.30 to-day we fell in with Undine and the transport Venus near Green Bottom bar, on their way to this place with rebel troops. Both boats had 20-pounder Parrotts. We disabled the Venus and captured her, with her Parrott guns intact, and two hundred rounds of ammunition. Undine got away with shot through her. Weather so misty and dark, did not follow her. There are batteries, probably, near Green Bottom. All anxious about this place. Please send up more gunboats at once. Venus is now here; good prize. We feel sore about the escape of Undine, but did not like to leave this place uncovered. She went down river faster than ever before. We won't allow this place to fall into the enemy's hands if our force can prevent; but please send up more gunboats. We were fired upon by volleys on our return at head of Reynoldsburg island. The enemy have a large force about here. Rebels on board Venus escaped.

E. M. KING,
Acting Vol. Lieut., Commanding.

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[By telegraph from Johnsonville, November 3, 1864.]

No. 2.] NOVEMBER 5, 1864.

To Lieutenant Commander J. W. SHIRK:

Yours of to-day received. Battery of 10-pounders reported below Reynoldsburg island, west side. Undine in sight below the island. Have been down to her twice. She endeavors to decoy us below. Sharpshooters fired at us by volleys at head of island, west side. Undine full of troops. Will try to board us to-night, I think. Tawah is moored head down stream, so as to command channel with her 30-pounders. Commanding officer sends his respects. We will do all in our power. Send large fleet of gunboats at once, if possible. Rebels are concentrating about here in force.

E. M. KING,
Acting Vol. Lieut., Commanding.

[The third telegram is printed with previous despatch.]

REPULSE OF THE REBEL GENERAL HOOD, NEAR DECATUR, ALABAMA.

Report of Acting Rear-Admiral S. P. Lee.

UNITED STATES MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, November 10, 1864.

SIR: I herewith enclose copy of a communication, dated 4th instant, from Lieutenant Moreau Forrest, commanding 11th district, reporting the repulse of the rebel General Hood, near Decatur, Alabama, in which affair it appears the gunboat General Thomas took a prominent part, receiving the acknowledgments of General Thomas for her efficient services.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

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Report of Lieutenant Moreau Forrest.

UNITED STATES STEAMER GENERAL BURNSIDE,
Bridgeport, Ala., November 4, 1864.

SIR: I have the honor to report that, in obedience to your order, I have taken command of the 11th district Mississippi squadron. The vessels are in good condition, well manned and well supplied, and have already had an opportunity of being tested. General Hood attacked Decatur, and erected two batteries, one of four and one of six guns, in the night, to keep the gunboats from going to the rescue. The General Thomas being below the bar, was the only vessel I could get there, and she arrived just in time. The army has acknowledged her services very frankly, and General Thomas has complimented her highly. The vessels are very lightly built, and she was consequently considerably cut up by the fire. Hood has left this district, and has gone below the shoals to cross; scouts mention his having already crossed. * * *

Very respectfully, your obedient servant,

MOREAU FORREST,
Lieutenant Com'dg 11th District Mississippi Squadron.

Commander A. M. PENNOCK,
Commanding Mississippi Squadron, Cairo, Illinois.

CAPTURE OF ARMS, &c., ON THE MISSISSIPPI RIVER.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP BLACK HAWK,
Mound City, December 4, 1864.

SIR: Lieutenant Commander J. G. Mitchell reported, under date of 28th ultimo, that fifty-five (55) boxes of arms, &c., had been taken across the Mississippi on the night of the 25th ultimo, from the mouth of the Obion or Forked Deer river, for the use of the enemy, but that he had arrested the principals in the affair and would communicate further particulars.

On the 29th ultimo he reported that Brigadier General Shaler, command-

ing at Columbus, had informed him, on the 26th instant, of the intended crossing of these arms, (thirteen wagon loads,) which the enemy designed transporting from Dyersburg, in Gibson county, Tennessee, on flat-boats down the Obion river ; and that sixteen (16) more wagon loads were on the way, which would be brought up if the first attempt was successful.

Lieutenant Commander Mitchell immediately requested General Washburn to despatch a party of cavalry to co-operate with him.

I enclose a telegram from Lieutenant Commander Mitchell, dated 2d instant, reporting capture and destruction of the arms (except fifty revolvers) which the enemy succeeded in crossing, as reported above by the cavalry force. With the arrangements made with General Washburne, and the additional precautions taken in guarding the river at the point designated, he expects to be able to prevent the crossing of the additional 16 wagon loads.

I have the honor to be, sir, very respectfully,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Report of Lieutenant Commander J. G. Mitchell.

[Telegram.]

UNITED STATES STEAMER SYBIL,
Off New Madrid, December 2, 1864.

To Rear-Admiral LEE, *Mound City:*

With the exception of fifty (50) revolvers, all the arms, (eight hundred and fifty stands,) the ammunition and medicine that crossed the Mississippi at the mouth of Obion river on Friday night have been captured by a cavalry force under the command of Colonel York, sent by General Washburn at my request to co-operate with me. Unfortunately, the arms were destroyed ; the roads being so bad, they could not be brought in.

J. G. MITCHELL,
Lieutenant Commander, Com'dg 8th District.

CAPTURE OF CONTRABAND GOODS NEAR BRUINSBURG, MISSISSIPPI.

FLAG-SHIP BLACK HAWK,
Mound City, December 3, 1864.

SIR : I transmit, enclosed, a copy of the report of Lieutenant Commander E. Y. McCauley, commanding 5th district, in regard to the capture of contraband goods and three prisoners on the 21st instant.

Very respectfully,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander E. Y. McCauley.

UNITED STATES STEAMER BENTON,
Natchez, Mississippi, November 22, 1864.

ADMIRAL: I have the honor to enclose you the report of Acting Volunteer Lieutenant Commander C. A. Wright, commanding United States steamer Forest Rose.

The capture was made opposite Bruinsburg, Mississippi. Having been attracted to the place by seeing a skiff crossing, he shelled the locality, then landed and found the contraband goods concealed in the undergrowth. A large lot had already been ferried over. I commend Lieutenant Commander Wright's judgment and vigilance to your notice.

Very respectfully, your obedient servant,

E. Y. McCAULEY,
Lieutenant Commander, Com'dg 5th District.

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Report of Acting Volunteer Lieutenant Charles A. Wright.

UNITED STATES STEAMER AVENGER,
Off Natchez, Mississippi, November 22, 1864.

SIR: I have the honor to report the following captures made yesterday, opposite Bruinsburg, by this vessel, viz:

154 Enfield rifles, new; 162 bayonets; 116 bayonet scabbards; 4 pairs bullet-moulds; 17 bales of wool; 1 confederate captain; 1 confederate commissary sergeant; 1 confederate private; 14 new skiffs destroyed; 2 wagons destroyed.

There was a force of 16 infantry and 25 cavalry in the vicinity.

I have the honor to be, very respectfully, your obedient servant,

CHARLES A. WRIGHT,
Acting Volunteer Lieutenant Commanding.

Lieutenant E. Y. McCAULEY, *Com'dg 2d District.*

DEFEAT OF THE REBEL GENERAL HOOD—CAPTURE OF TWO TRANSPORTS, &c.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP CINCINNATI,
Clarksville, Tennessee, December 8, 1864.

SIR: Lieutenant Commander Fitch defeated and drove from the river the left wing of Hood's army, under General Beauford, 4th instant, with heavy loss to the enemy, including several prominent officers, and (I hear) recaptured two transports from the enemy; we lost none killed. The Cincinnati being at last, and after much effort, completed, I left Smithland in her on the 5th for the purpose of aiding General Thomas, but, owing to the low stage of water in this river, cannot get to Nashville, and am protecting a large amount of valuable government property here. I may be detained some time in this river, but my address will remain unchanged. I shall not receive my mail with any regularity, however.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

DESTRUCTION OF A REBEL FORT AT CHICKASAW, ALA., &c.

Report of Acting Rear-Admiral S. P. Lee.

[Telegram.]

U. S. MILITARY TELEGRAPH, WAR DEPARTMENT,
Flag-Ship Fairy, Chickasaw, Ala., December 27.

I have destroyed a new fort at this point and all the enemy's visible means of crossing the Tennessee below Florence, and to-day blew up two caissons and destroyed two field-pieces there, knocking one into the river, the other into pieces. Several transports with supplies for General Thomas arrived here to-day. I find from the general's despatches that my movements have been in good time to meet his movements. Hood's army is reported broken up, and its parts cannot cross at or below Florence unless the river falls seriously. It is now falling, which made it impracticable to-day to reach the crossing which the enemy is said to be using above Little Muscle Shoals, six miles above Florence.

S. P. LEE, *Acting Rear-Admiral, Com'dg.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

OPERATIONS ON THE CUMBERLAND RIVER.—CO-OPERATION WITH THE ARMY.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP FAIRY,
Tennessee River, December 29, 1864.

SIR: I transmit enclosed copies of reports, dated December 4 and 17, (one and two,) from Lieutenant Commander Le Roy Fitch, commanding 10th district, Mississippi squadron, in reference to his successful operations below Nashville, in co-operation with General Thomas. I take pleasure in bringing to the department's notice the good conduct in action of Lieutenant Commander Fitch and the officers and men under his command who engaged the enemy. I desire to call particular attention to the conduct of Pilot John H. Ferrell and Quartermaster John Ditzenbach, who, when the flag-staff of the Neosho had been shot away, left the pilot-house while the vessel was still under fire, and made the flag fast to the stump of the highest mast remaining. I would recommend that a medal of honor be awarded to the latter. The laborious and vigilant patrol of the Mississippi by the navy prevented the rebel troops from crossing the river, as required by Mr. Davis's intercepted cipher despatch, to join General Hood and oppose General Thomas, and I hope this important service will be appreciated by the department. The active movement of the gunboats which I have required causes the consumption of an unusual quantity of coal, and calls for increased repairs. But this is unavoidable.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE, *Acting Rear-Admiral, Com'dg Miss. Squadron.*

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander Le Roy Fitch.

UNITED STATES STEAMER MOOSE,
Off Nashville, Tennessee, December 4, 1864.

SIR: I have the honor to report that yesterday, the 3d instant, being apprehensive of an attack from the enemy on the right of our army resting on the river below, I stationed the Carondelet, Acting Master Charles W. Miller, commanding, in a position to assist that portion of our lines, keeping the other boats in readiness to move whenever they might be required. During the day I made several trips with this boat to see that all was clear, and in the afternoon sent the Springfield, Acting Master Edward Morgan, up the river to convoy some transports and work with the army gunboats above. After returning from below, about 9 p. m., I received intelligence that the enemy's left wing had struck the river and had batteries planted at Bell's mill, about four miles below Nashville by land, but eighteen by river, and that they had captured two steamers; I at once determined to either recapture the two steamers or cause the enemy to destroy them that night, although it was dark and clouding over. I therefore directed the commanding officer of the Neosho, Acting Volunteer Lieutenant Samuel Howard, to move down with his vessel and relieve the Carondelet, and leaving the Brilliant to operate with her, moved down with the other boats in the following order: Carondelet, Fairplay, Moose, Reindeer, and Silver Lake. I directed Acting Master Miller to run below the lower batteries, giving them grape and canister, then round to and come back and fight them up stream. I also directed Acting Master Geo. J. Groves, commanding the Fairplay, to follow close after the Carondelet and act with her; and Acting Volunteer Lieutenant H. A. Glassford, commanding Reindeer, to follow this vessel and act with me; the Silver Lake, Acting Master J. C. Coyle, to take the rear of the line. The boats moved down perfectly quiet, with no lights visible, and were not seen by the enemy until the Carondelet opened fire on their lower battery and encampment. She was then a little above the lower battery and about a quarter of a mile below the upper guns; the Fairplay was at this time a little below the upper battery and this vessel abreast of it, while the Reindeer was about fifty yards above. As soon as the Carondelet opened fire the enemy poured a heavy volley of musketry into the boats along the entire line, and also opened on us with their upper battery of four guns. About this time the Fairplay had stopped to keep from running into the Carondelet, and the smoke from the guns and smoke-stacks, combined with our steam, settled around us so very thick in this bend that I could see nothing, nor could the pilots see where we were running; so finding myself nearly in contact with the Fairplay, I was also obliged to stop, and after the Carondelet and Fairplay had passed below the bend I found myself still in the smoke, and in rather a bad position, as the batteries were then firing directly into me, and so far on my port quarter that we could not bring our guns to bear. I therefore directed the pilots to back up, as it was clear above, and below it was intensely thick. I was afraid by this time the Carondelet and Fairplay had passed the lower battery, rounded to, and were again moving up, which would make our chances for colliding very great. I therefore decided to back up again above the upper battery, as I could not remain where I was long enough for the smoke to lift, and as the rebels were now giving this boat their entire attention made it also dangerous to attempt to round it. In backing up above the batteries I necessarily moved slowly, but the pilots, John H. Ferrell and Geo. W. Rowley, handled the vessel so magnificently that we were able to keep our guns working on them so rapidly that in a great measure they were kept silent. When I got above the battery, where I could use the port broadside and bow

guns, they soon ceased firing, as the Reindeer had by this time got above their guns, rounded to, and was in a good position to assist this vessel in case she was disabled. After getting out of their immediate range, I rounded to and lashed alongside of the Reindeer, intending to engage them with the two boats lashed, so that we could handle better, but by this time the firing had entirely ceased; and as it was very dark under the shade of the hills I concluded to wait till daylight, knowing that the Carondelet and Fairplay, which were below the lower battery, would keep everything quiet and take care of the captured steamers. The musketry along the bank and on the hill side was for a time very annoying, but we soon drove them off. The firing from their battery for a time was very rapid, but their guns were not well aimed; most of their shell and all their grape passed entirely over us; this, I presume, was owing to our being so close to them. The river at this point is not over seventy-five or eighty yards wide, and part of the time we were directly under their guns. Two percussion shell struck this boat in the hull a little above the water-line, and one struck in the wheel, but none of them did much damage. One of them came quartering in from the battery above us and lodged in the bread-room, close to the magazine, but did not explode; another struck us fair, and would have passed on through the bottom, but was turned from its course by striking our after-deck beams; it also did not explode, but lodged in the rake. The Silver Lake was not quite close enough to engage the batteries, but kept the musketry silent along the bank above.

In the morning very early we again moved down, the Neosho having this time joined us, but saw nothing of the enemy; the batteries were removed the night before we left them. Between 8 and 9 a. m. I met the Carondelet and Fairplay with the transports just below where the lower battery stood during the night. Learning that all was clear below, I returned to Nashville with the gunboats and transports.

Notwithstanding the darkness and haziness of the night, all the boats were well manœuvred, and did their several parts in the best manner. Acting Volunteer Lieutenant Glassford handled his vessel splendidly in rounding to under the enemy's fire, to keep out of my way while backing up. All the commanding officers carried out their instructions fully, and did their work well; the officers and men under me behaved in the best manner. Acting Master W. C. Coulson, executive officer of this vessel, had charge of the gun-deck, and worked the guns with marked rapidity and precision. He had every contingency prepared for in stopping shot-holes, extinguishing fire, &c.; but it is hard to discriminate where all are so eminently deserving. It seems almost a miracle that amid so many shots and volleys of musketry we should escape without the loss of a single man, and no injury to the boats. The number of rounds fired were as follows: Carondelet, 26; Fairplay, 37; Moose, 59; Reindeer, 19; Silver Lake, 6. I am not able to say what execution we did, as darkness covered all, but we drove them from their guns, and back from the river, recaptured the steamers they had captured in the early part of the evening before they had time to destroy them, made them abandon most of the forage they were taking from the vessels, and caused them to let many of their prisoners escape.

Very respectfully, your obedient servant,

LE ROY FITCH,
Commanding 10th District, Mississippi Squadron.

Acting Rear-Admiral S. P. Lee,
Commanding Mississippi Squadron.

Enclosed I send reports of the commanding officers of the vessels engaged.

Report of Acting Master C. W. Miller.

UNITED STATES STEAMER CARONDELET,
Off Nashville, Tennessee, December 4, 1864.

SIR: I have the honor to submit the following account of the part taken by this vessel in the operations of last night:

Agreeably to your order, at 11.15 p. m. I got under way and proceeded down the river from Hyde's ferry. At 1 a. m. came to a rebel camp, with a battery of four (4) guns, on the south side of the river, opposite Bell's mill. Two steamers were tied up to the bank, having been captured by the rebels. As soon as I made it out I opened fire on them and steamed slowly by; after passing I rounded to and came up within about three hundred yards of them, fired a few shots, then passed up abreast and dropped back again. The rebels returned our fire for about twenty minutes, then fell back from the river. I fired a shell occasionally until 2.30 a. m.; I then went alongside of the steamers Prairie State and Prima Donna, made fast to them, and towed them to the opposite side of the river; after making the steamers fast the United States steamer Fairplay came alongside of them and I dropped out into the river. Part of the crew of the steamers being on board, I waited until 5.30 a. m. for them to get steam. I then left them and proceeded down the river about three and a half miles and found the steamer Magnet tied up to the bank. I came to and stopped with her until she could raise steam. I then started up the river with the Magnet alongside.

Very respectfully, your obedient servant,

C. W. MILLER,
Acting Master, Commanding.

Lieutenant Commander LE ROY FITCH,
Com'dg 10th District, Mississippi Squadron.

Report of Acting Master George J. Groves.

UNITED STATES STEAMER FAIRPLAY,
Cumberland River, off Nashville, Tenn., December 5, 1864.

SIR: I have the honor to submit the following report of the part this vessel took in the action with the rebel battery on the night of the 3d and morning of the 4th instant:

Pursuant to your order I got under way with this vessel, and started from this city at 9.30 p. m., following the United States steamer Carondelet, which vessel was in the lead. At one o'clock a. m., eighteen miles below this place, and immediately opposite Bell's mill, I was opened upon by rebel musketry and a battery of four guns placed in a commanding position on the left bank; the fire was vigorously returned as I passed the battery and turned the bend below out of range of their guns. At Hillsboro' landing, two miles below, I came upon the transport steamers Prairie State and Prima Donna tied to the bank, which had been captured by the rebels in the afternoon, and then in possession of rebel infantry, who were engaged in taking away her cargo. I fired upon them in passing and rounded to below, and in company with the Carondelet drove the enemy from the steamers and the surrounding hills, killing and wounding many. At 2.45 a. m. this vessel and the Carondelet made fast to the steamers and landed them on the opposite shore, in order to repair damages and put them in running condition. I remained with them until 4 a. m., when I got under way and proceeded down the river four miles, where the steamer Magnet, also disabled by the rebel battery, was lying. She was soon put in order, and at 6 a. m., with the

Carondelet and the recaptured steamers, started up the river. The rebels had withdrawn their forces from the river when we came up, and everything was clear. At 8.30 a. m. I met the steamers under your command, and proceeded to Nashville, arriving at 2 p. m. This vessel during the engagement was struck twice by twelve-pounder shells, one passing through between the main and boiler decks, a few inches above the forward part of the boilers, cutting the escape-pipe of the port engine; the other passed through the cabin, directly under the pilot-house. No serious damage was done by either shell, both passing entirely through before exploding. Musketry and canister struck us in several places.

Very respectfully, your obedient servant,

GEORGE J. GROVES,
Acting Master, Commanding.

Lieutenant Commander LE ROY FITCH,
Com'dg 10th District, Mississippi Squadron.

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Report of Acting Volunteer Lieutenant H. A. Glassford.

UNITED STATES STEAMER REINDEER,
December 5, 1864.

SIR: I have the honor to report the part taken by this vessel in the affair of the 4th instant at Bell's landing, eighteen miles below Nashville, on the Cumberland river. In obedience to your order, at 9.30 p. m. of the 3d instant I got under way and followed you down the river. At 12.45 a. m. of the 4th instant we reached Bell's landing, and the action commenced by the Carondelet opening fire upon a camp in the hollow, followed by the Fairplay, the Moose, and this vessel, to which the enemy replied with nine guns and musketry, the latter occupying the hills above and below their artillery. Their fire was rapid and warm, but mostly too high. The night was dark, and the smoke from the guns settled upon your vessel and the water, so as at times to hide both from view, and at such times I was forced to suspend my fire to avoid doing you injury; this circumstance also caused a difficulty with this vessel, as during the few moments the shore was hidden from me by the smoke, she went broadside to the current and drifted down stream toward you. To avoid collision, which then might prove a disaster, I at once ordered her bow to be run ashore, and then swung round, stern down stream; by doing so I exposed myself for a few moments to a raking fire, but without further injury than a few splinters knocked from my wheel by a bursting shell. As soon as once more clear of the bank I ran up stream for room to round to, and then resumed my place near you in the engagement; but before this was accomplished the enemy's guns were silenced, and you had withdrawn. The action lasted one hour and twenty minutes. At 3.30 a. m., by your order, I lashed alongside you, and thus returned to Nashville, where we arrived at one o'clock p. m.

Very respectfully, your obedient servant,

H. A. GLASSFORD,
Acting Volunteer Lieutenant, Commanding.

Lieutenant Commander LE ROY FITCH,
Com'dg 10th District, Mississippi Squadron.

Additional Report of Lieutenant Commander Le Roy Fitch.

UNITED STATES STEAMER MOOSE,
Off Nashville, Tennessee, December 17, 1864.

SIR: I have the honor to submit the following report of my operations here since the 4th instant, the date of my last letter:

On the 6th instant I started down the river with the Neosho, some of the light boats, and a number of transports under convoy. Before starting I put the convoy under charge of Acting Volunteer Lieutenant H. A. Glassford, and went myself on the Neosho. I took the precaution before starting to instruct Acting Volunteer Lieutenant Glassford to keep the convoy fleet between two and three miles above me. When nearly opposite Bell's mills, about eighteen miles below here, we discovered a large rebel force, and were at once opened upon by very heavy volleys of musketry and some fourteen pieces of artillery above, abreast of, and below us. I at once directed the pilots to run slow, and returned the fire. We then went on down abreast of the lower battery, stopped, rounded to, and came back till abreast of the middle battery, and nearly midway between their upper and lower guns; here I stopped and used grape and cannister against the enemy, and at the same time was receiving a concentrated fire from all their guns, but this was the best position I could get to use canister. I could not hurt them from above nor from below, owing to the shape of the river and the natural protection they had chosen behind the spurs of hills. I had also great faith in the endurance of the Neosho, and therefore chose this position as the most favorable one to test her strength, and at the same time use canister and grape at from twenty to thirty yards range. Our fire was slow and deliberate, but soon had the effect to scatter the enemy's sharpshooters and infantry, but owing to the elevated position of the batteries directly over us we could do but little injury. The enemy's fire was terrific, and in a very few minutes everything perishable on our decks was completely demolished. I lay in this position about two and a half hours, and finding that the enemy's shot and shell were cutting away the summer pilot-house, and letting it down so as to hide the fighting pilot-house and obstruct our sight, I steamed on up the river again and met the fleet under convoy. Seeing that it would be impossible to get the transports below the batteries without losing several, I sent them back to Nashville under convoy of the Fairplay and Silver Lake. I then cleared all the rubbish off the Neosho's decks and went down the second time, taking the Carondelet. I had her made fast to the bank above, with instructions not to open till I went down and drew the enemy's fire, which would show their position. I went on down in the Neosho, entirely below the guns this time, rounded to, came back, and stopped as before. As I went down the battery opened as at first, and then the Carondelet also engaged them. This time, I think, we disabled two of their guns, and toward dark their guns were about silent. We passed up again just after dark, but were only saluted with two guns as we passed, and then could get no more responses. The locality the enemy had chosen was such that but one boat could engage the batteries at a time with any effect, and then the rebels had greatly the advantage. We were so far below them that to clear the banks it was impossible to keep them from elevating over them. Their batteries were of various calibres, but the greater number were, I think, twenty-pounder rifle steel guns, with here and there a heavier one. During the day the Neosho was struck over a hundred times, but received no injury whatever. After dark I returned to the end of our line, about six miles below the city. The 7th instant we were employed coaling and mending one of the Neosho's steam-pipes, which was leaking badly, and also repairing one of the Carondolet's boilers, which was also leaking

badly. From the 7th till the 15th little was done below, owing to the severity of the weather and very low water ; yet nothing was lost by this delay, as it was not then the object to drive the rebel batteries entirely away from the river, but rather to induce them to remain till the army was ready to move, as they were in such a position that we could not capture them as long as the left wing of the enemy held the position it then occupied. Enclosed please find copies of communication, from General Thomas's headquarters, marked "A" and "C," which will show nearly the programme pursued. While the boats were inactive below, some were successfully engaged above. I sent Acting Master John H. Rice (who had temporary command of the Brilliant during the illness of Acting Volunteer Lieutenant Charles G. Perkins) and Acting Master Edmund Morgan, United States steamer Springfield, up the river to Carthage to co-operate with the army in that quarter. A copy of the letter enclosed from Brigadier General Hammond, marked "B," will show in what manner that service was performed. On the 11th I was informed by General Donaldson, chief quartermaster, that a number of steamers and barges were up near the mouth of Stone river after wood, and that he wished to get them down, as the rebels were about bringing in batteries to capture them. I sent Acting Master Edmund Morgan up to bring them below, (enclosed is a copy of my letter to him,) which was successfully accomplished that night; and next morning at daylight a rebel battery was posted to intercept them, but, fortunately, too late to carry out the design. About 10 p. m. of the 14th I received a note from headquarters, a copy of which is enclosed, marked "C." At daylight I got under way with the following boats, viz., Neosho, Carondelet, Moose, Reindeer, Fairplay, Brilliant, and Silver Lake, for the purpose of attracting the attention of the batteries while our troops were moving to the rear. I sent the Neosho, Acting Volunteer Lieutenant Samuel Howard, on down to go below the batteries, feel their strength, and then return. The Neosho was only to engage them to attract their attention. Acting Volunteer Lieutenant Howard then returned to where I was, just above these works, and reported but four guns in position. These I could easily have silenced and driven off, but our army had not yet advanced sufficiently to insure their capture. I therefore manœuvred around above them till in the afternoon, when our cavalry had reached the desired position in the rear. The Neosho and Carondelet then moved down again, and the rebels, finding the position they were in, had tried to remove their guns, but were too late. Our cavalry closed in and took them, with but little resistance. Our object having been thus far successfully carried out, the Neosho and Carondelet then moved down opposite Bell's mill, took position, and tied up to the right bank to assist our cavalry, that was at the time considerably annoyed by a rebel battery of four guns situated on the side of a hill, back from the river about half a mile. A few rounds of shell and shrapnell from our heavy guns, together with the firing from one of our land batteries planted on a hill above us, soon silenced the rebels and scattered the supporting column. I think this battery also fell into possession of our cavalry. It was now getting dark very fast, and not knowing the exact position our forces had taken, the firing on our part ceased, and the boats were withdrawn a short distance above, where they remained till daylight next morning, when we again dropped down and found our forces in entire and undisputed possession of the field. Having accomplished all that I could on this end of the line, I returned at once to Nashville, and not having received any reports from Acting Master Morgan, whom I had left above the city to give me information of movements there, I sent Acting Volunteer Lieutenant Glassford on up the river with the Reindeer, Silver Lake, and Fairplay to ascertain the condition of affairs in that locality. Having made the desired reconnoissance as far up as Stone river, and finding all quiet, Act-

ing Volunteer Lieutenant Glassford returned during the night. I was considerably annoyed by Acting Master Morgan's not reporting to me and keeping me informed of affairs above, as he should have done. I could not, therefore, pass the matter over without censuring him for neglect in this particular, and for not exhibiting a little more enthusiasm and energy. I am happy to state that our participation in the stirring events of the last fortnight has been attended without the loss of life on our side, and with but slight injury to any of the boats. Some six or eight men in the turret of the Neosho were somewhat bruised and scratched in the face by a shell striking the muzzle of one of the guns and exploding, but in fact our casualties are too trivial to mention. I am much indebted to Acting Volunteer Lieutenant H. A. Glassford, and all the commanding officers, for their promptness, energy, and efficiency in carrying out my intentions and assisting me whenever it lay in their power. In fact, every officer and man in the command exhibited that zeal and energy worthy of the highest praise. Before closing this report I desire to bring to your favorable notice John Ditzenbach, quartermaster on the Neosho. During the engagement of the forenoon of the 6th instant all our flag and signal staffs on the Neosho were shot away, and the flag lay drooping over the wheel-house. As soon as we had passed the upper battery, and while yet under fire of the enemy's artillery and musketry, Pilot John H. Ferrell, of this vessel, who was with me on the Neosho, and John Ditzenbach, quartermaster on board of that vessel, went out of the pilot-house, and taking the flag from where it lay, tied it up to the stump of the main signal-staff, which was the highest mast we had remaining.

Very respectfully, your obedient servant,

LE ROY FITCH,
Lieut. Commander, Com'dg 10th District, Miss. Squadron.

Acting Rear-Admiral S. P. Lee,
Com'dg Miss. Squadron, Mound City, Ill.

United States Steamer Moose,
Below Nashville, Tenn., December 11, 1864.

Sir: There are some barges and steamers up the river, about the mouth of Stone river, which it is desired to bring below, as it is believed the rebels are about to establish a battery at or near that point. I think that with due precaution, judgment and quick action, you can accomplish this work. You must be very cautious, and be sure to keep your vessel and the steamers, while getting the barges, in such a position as not to let the enemy get batteries below or abreast of you. This is a delicate and important duty, and in trusting it to you I hope the vessel will be every way successful and creditable to the navy. I would send the Neosho, but at the present stage of water and severity of the weather it is almost impossible to do anything with her.

Respectfully, &c.,

LE ROY FITCH,
Lieutenant Commander, Com'dg 10th Miss. Squadron.

Acting Master E. Morgan,
Comd'g United States Steamer Springfield.

A.

Headquarters Department of the Cumberland,
Nashville, Tennessee, December 13, 1864.

Sir: I have the honor, by direction of the major general commanding, to acknowledge the receipt of your communication of this date, and, in reply, I

am instructed to say that should there really be a change of weather, and a rise in the river results sufficient to enable you to move your fleet with facility, it is the desire of the major general commanding to have you co-operate in any move which may take place against the enemy, by engaging the batteries on the river below the city, and thus attracting their attention while the troops are in motion against the enemy's position. The major general commanding returns his thanks for your cordial co-operation heretofore, as well as for the tender of your services in future movements, of which timely notice will be given you. The major general commanding will be much indebted to you if you will have the river above the city as far up as Carthage, if you can get up as far, patrolled by one or two boats of your fleet constantly, in order that any movement on the part of the enemy in that direction may be instantly detected.

I am, very respectfully, your obedient servant,

ROBERT H. RAMSAY,
Assistant Adjutant General.

Lieut. Commander Le Roy Fitch,
Com'dg 10th District, Miss. Squadron.

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B.

Cairo Landing, *December* 7, 1864

Sir: I have just, through the aid of the steamer Brilliant, under Acting Master J. H. Rice, made a highly useful scout through the country as far as Lebanon. I was entirely uninformed as to the assistance to be afforded me, and was therefore not prepared, but Captain Rice placed his boats at my disposal at once, and by his activity and efficient management enabled me to cross nearly two hundred and twenty-five men and horses and re-cross them without accident or injury. Allow me to thank you sincerely for this co-operation on the part of the force under your command. My relations with the navy have always been pleasant and successful, and I hope they may remain so; I will be glad to do anything I can in return. In order to properly watch the numerous crossings and country in my front and the country beyond, I will probably again require your assistance, as I have, by order, destroyed all means of crossing.

Again thanking you and Captain Rice in immediate command, I am, sir, very respectfully, your obedient servant,

J. H. HAMMOND, *Brevet Brig. General.*

Lieut. Commander Le Roy Fitch,
Com'dg 10th District, Miss. Squadron

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C.

Headquarters Department of the Cumberland,
Nashville, Tenn., 8 *p. m. December* 14, 1864.

Sir: I have the honor, by direction of the major general commanding, to inform you that the enemy will be attacked at an early hour in the morning. If you can drop down the river and engage their batteries on the river bank it will be excellent co-operation, for which the major general commanding will be much obliged. It is very probable that these river batteries of the

enemy will be attacked in rear by our forces, and it is very desirable and necessary that your fire does not injure the attacking force, and to this end it is advisable you should be informed of the proposed attack.

I am, very respectfully, your obedient servant,

ROBERT H. RAMSEY,
Assistant Adjutant General.

Lieut. Commander Le Roy Fitch,
Com'dg 10th District, Miss. Squadron.

JOINT EXPEDITION TO DESTROY ENEMY'S RAILROAD COMMUNICATION.

Report of Acting Rear-Admiral S. P. Lee.

Mississippi Squadron, Flag-Ship Fairy,
Tennessee River, December 31, 1864.

Sir: Lieutenant Commander George Bacon, commanding 6th district, reports, under date of 8th instant, that an expedition sent from Vicksburg by Major General Dana to destroy the enemy's railroad communications in Mississippi, in which the Vindicator and Prairie Bird co-operated, proved a complete success. Our forces having destroyed the railroad bridge over the Big Black river, tore up some thirty miles of the track, and destroyed a considerable amount of the enemy's stores. I enclose copies of letters from Major General Dana to Lieutenant Commander Bacon, to Acting Volunteer Lieutenant Gorringe, commanding Vindicator, and to Acting Master Burns, commanding Prairie Bird, acknowledging in flattering terms the assistance rendered by the navy.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander George Bacon.

United States Steamer Louisville,
Off Skipwith's Landing, December 8, 1864.

Sir: I have the honor to state that the expedition sent up the Yazoo river, in which the United States steamers Vindicator and Prairie Bird co-operated, has proved a complete success, our forces having destroyed the railroad bridge over the Big Black river and torn up the tracks for a distance of thirty miles. Enclosed please find copies of letters from General Dana to Acting Volunteer Lieutenant Gorringe, of the Vindicator, Acting Master Thomas Burns, of the Prairie Bird, and myself, in relation to the same. I have received a letter from Acting Volunteer Lieutenant Commander W. R. Hoel, commanding the United States steamer Pittsburg, stating that he had orders to report with his vessel at Mound City, and had left this district in obedience to them.

Very respectfully, your obedient servant,

GEORGE BACON,
Lieut. Commander, Com'dg 6th District, Miss. Squadron.

S. P. Lee, U. S. N.,
Com'dg Mississippi Squadron.

Complimentary letter from Major General Dana to Acting Volunteer Lieutenant. H. H. Gorringe.

HEADQUARTERS DISTRICT OF WEST TENN. AND VICKSBURG,
Vicksburg, Mississippi, December 5, 1864.

SIR: The part taken by the splendid vessel under your energetic and intelligent command during the late cavalry operations from Vicksburg against the railroad communications of the enemy in Mississippi, which have been eminently successful, renders it an acceptable task to tender you, for myself and for the gallant officers and men whom you so ably seconded, our sincere thanks.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major General.*

Acting Vol. Lieut. H. H. GORRINGE, U. S. N.,
Com'dg U. S. S. Vindicator, 6th District, Miss. Squadron.

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Complimentary letter from Major General Dana to Acting Master Thomas Burns.

HEADQUARTERS DISTRICT OF WEST TENN. AND VICKSBURG,
Vicksburg, Mississippi, December 5, 1864.

SIR: Permit me, for myself and the officers and soldiers whom you so zealously aided, to thank you for your efficient services during the late cavalry operations from Vicksburg against the Mississippi Central railroad.

The assistance of the vessels of the 6th division Mississippi squadron rendered the expedition a complete success.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major General.*

Acting Master THOMAS BURNS, U. S. N.,
Comd'g U. S. S. Prairie Bird, 6th Division Miss. Squadron.

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Complimentary letter from Major General Dana to Lieutenant Commander George Bacon.

HEADQUARTERS DISTRICT OF WEST TENN. AND VICKSBURG,
Vicksburg, Mississippi, December 5, 1864.

SIR: It affords me very great gratification to acknowledge the signal services rendered by Acting Volunteer Lieutenant H. H. Gorringe, United States Navy, commanding United States steamer Vindicator, and Acting Master Thomas Burns, commanding United States steamer Prairie Bird, of your command, and to thank you for your co-operation and prompt assistance during the late successful cavalry expedition from Vicksburg against the rebel communications in Mississippi, which resulted in the destruction of a very important railroad bridge over the Big Black river, some thirty miles of railroad track, and a large amount of supplies destined for the rebel army.

Very respectfully, your obedient servant,

N. J. T. DANA, *Major General.*

Lieut. Commander GEORGE BACON, U. S. N.,
Com'dg 6th Dist. Miss. Squadron, U. S. S. Louisville.

OPERATIONS ON THE TENNESSEE RIVER—CO-OPERATION WITH THE ARMY.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP FAIRY,
Clifton, Tenn., January 3, 1865.

SIR: Intelligent escaped prisoners report that Hood crossed the Tennessee at Bainbridge, six (6) miles above Florence, above Little Muscle shoals, and at the foot of Big Muscle shoals. Florence is the head of steamboat navigation, and there Hood crossed last fall, securing his pontoons to the piers of the railroad bridge. General Jackson crossed either at the military ferry one mile below Florence, or above the Muscle shoals. Bainbridge is not a regular ferry. The rebels boasted to the escaped prisoners that the gunboats could not cross the shoals to reach them, and my pilot declared it was impracticable for the enemy to cross there owing to the swift water, or for me to get there with the Neosho drawing five (5) feet, owing to the swift and shallow water on the Little Muscle shoals, which are rocky, uneven and dangerous. I made a reconnoissance, however, and believe I should have succeeded in reaching Bainbridge with an effective force, capable of destroying Hood's pontoons, in spite of all opposition he could make, had not the sudden and rapid fall of the river and the prevalence of a fog constrained the pilot to decline going on Little Muscle shoals. I got here to-night to convoy General A. J. Smith's command, twelve thousand (12,000) men, with six (6) batteries, to Eastport, Mississippi, opposite which, on the right bank, we have a cavalry force of fifteen hundred (1,500) men. The army transportation being scant, I shall move as many of the troops as possible on board the gunboats, and hope to comply with General Thomas's request, to assist General Smith to make a secure lodgement to-morrow night. This brave officer desires, whilst landing so near Hood's army, which is believed to be near by, at Corinth, a sufficient additional force to enable him to operate offensively, and for which he has applied, and I send his despatch to Paducah to-night.

I am gratified to enclose a copy of General Thomas's last despatch, dated December 30, in which he is kind enough to say that the efficient co-operation of the navy on the Tennessee has contributed largely to the demoralization of Hood's army, and the general tenders his hearty thanks for the cordial co-operation of the navy during the last thirty days. In this important and brief campaign the following great results have been achieved: Fourteen thousand (14,000) killed, wounded and prisoners; nineteen (19) general officers wounded and prisoners; seventy (70) guns taken by the army, besides two (2) guns destroyed by the navy; over three thousand (3,000) stand of small arms captured; fifteen (15) or twenty (20) ammunition wagons abandoned, and a great quantity of ammunition destroyed. General Smith informs me he never knew such bad weather as General Thomas's army encountered in the pursuit of Hood. General Croxton, of the cavalry, make the sam report of the bad condition of the roads. Hood is indebted for the safety of his shattered army to the worst description of winter weather and roads, and to crossing the shoals when the river was falling fast, and in a fog. It is confidently predicted that he will not again attempt to re-cross the Tennessee river. I ought to mention that the destruction of pontoons and ferry flats at Garner's ferry, twelve (12) miles below Florence, and, indeed, all along the river from the vicinity of Johnsonville to Florence, a distance of one hundred and seventy-five (175) miles, has cut off the retreat of Hood's demoralized and scattered army, and filled the woods, as General

Croxton informs me, with stragglers, whom his cavalry are constantly capturing. The operations of the navy have been active and untiring.

I have the honor to be, sir, very respectfully yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Complimentary letter from Major General Thomas to Acting Rear-Admiral S. P. Lee.

U. S. MILITARY TELEGRAPH,
Paducah, Ky., December 30, 1864.

[By telegraph from headquarters Department Cumberland, Pulaski, December 29, 1864.]

SIR: Your two telegrams have been received. We have been pressing the work as hard as the condition of the roads would permit, and have succeeded in taking some few prisoners–probably some five or six hundred–since the enemy crossed Duck river. From the best information I have at this time, Hood's losses since he invaded the State of Tennessee sum up as follows: Six (6) general officers killed; six (6) wounded, and one (1) taken prisoner at Franklin—thirteen in all, and about six thousand (6,000) men killed, wounded and taken prisoners at same battle. On the 8th instant, at Murfreesboro', he had one (1) general officer wounded, about one thousand (1,000) men killed, and two hundred and seven (207) taken prisoners, and losing two (2) pieces artillery. In the battles of the 1st and 16th instant, before Nashville, he had one (1) lieutenant general severely wounded, one (1) major general and three (3) brigadier generals, with four thousand four hundred and sixty-two (4,462) officers and men made prisoners, besides losing fifty-three (53) pieces of artillery and over three thousand (3,000) stand of small-arms. During his retreat we have captured fifteen (15) more guns, and from fifteen hundred (1,500) to two thousand (2,000) prisoners, and a large number of small-arms have been picked up by the way. Citizens report that he passed this place with his army completely disorganized, except the rear guard, composed of about five thousand (5,000) men. He destroyed a considerable quantity of ammunition at this place, besides abandoning an ammunition train of fifteen (15) or twenty (20) wagons about a mile beyond. Your official co-operation on the Tennessee river has contributed largely to the demoralization of Hood's army. Major General A. J. Smith, commanding detachment of the army of the Tennessee, will probably reach Clifton by Sunday next, January 1, 1865, where transports are expected to meet him to take his command to Eastport. Please afford him every assistance in your power in effecting a secure lodgement at Eastport, and as I consider the Cumberland now entirely safe, I will be obliged to you if you will have a strong force kept in the Tennessee to keep open navigation on that river. In concluding this telegram it gives me great pleasure to tender to you, your officers and men, my hearty thanks for your cordial co-operation during the operations of the past thirty days.

G. H. THOMAS, *Major General.*

Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron, Chickasaw, Ala.

DESTRUCTION OF REBEL PROPERTY ON OLD RIVER.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP FAIRY,
Tennessee River, January 9, 1865.

SIR: Lieutenant Commander Cornwell, commanding second and third divisions, reports, under date of 17th December, the results accomplished by an expedition sent to the head of navigation in Old river on the 16th instant, to capture and destroy rebel property in retaliation for the murder of Acting Master Thatcher, of the Gazelle, and to procure supplies for the army. One thousand troops were landed at Hog's Point, and one thousand embarked on transports, which, with the United States steamers Nymph, Kenwood, Naiad, and Gazelle, entered Old river, it being designed that the two forces should meet at or near Williamsport. The troops, with a company of sailors from each vessel, were landed at the head of navigation, and, in pursuance of orders given them, burned several buildings containing a large quantity of corn, sugar and molasses. There were no means of transporting these supplies to the boats. The army took all the live stock they could find.

I have the honor to be, sir, very respectfully yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CO-OPERATION WITH THE ARMY.—OPERATIONS ON THE TENNESSEE RIVER.

Report of Acting Rear-Admiral S. P. Lee.

FLAG-SHIP FAIRY,
Mississippi Squadron, January 18, 1865.

SIR: Lieutenant M. Forrest, commanding eleventh district, reports, under date of 4th instant, the recent operations of the vessels in that district.

After assisting in the repulse of the enemy at Decatur, the fleet was occupied in occasionally shelling the place. After the engagements at Nashville, General Steedman came to retake Decatur. The gunboats co-operated, and the place, with the artillery there, was captured. Lieutenant Forrest then took his vessels down to Elk River shoals, which they could not pass. There taking armed transports, he went down to Muscle shoals, but only found detached portions of the enemy's force attempting to cross. He sent out expeditions, and captured several of these parties; among them a staff-officer of General Ben. Hill, a staff officer of General Smith, and the commanding officer of a cavalry company, with his command and their horses, who had been cut off by our cavalry; also a captain, at home on furlough, with thirty (30) bales of his cotton.

The gunboats lost three (3) killed and several wounded in the different engagements. The General Burnside and General Thomas were each hulled two or three times. Lieutenant Forrest turned his prisoners over to the military authorities.

I have directed the cotton to be delivered to the treasury agent.

Lieutenant Forrest states that the upper Tennessee is now entirely free of the enemy, except small bands of bushwhackers, on whom he is "constantly making war."

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Miss. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

ENGAGEMENT WITH GUERILLAS AT TUNICA BEND.

Report of Acting Rear-Admiral S. P. Lee.

UNITED STATES FLAG-SHIP BLACK HAWK,
Mississippi Squadron, New Orleans, February 1, 1865.

SIR: Acting Master Powell, commanding United States steamer Ozark, reports, under date of the 14th January, from Tunica Bend, that on the night of the 13th he sent in an armed boat to bring off some contrabands who had hailed the vessel. After they had been taken on board, and as the boat was shoving off, she was fired on by a concealed guerilla force, killing A. S. W. Shelcutt, seaman, seriously wounding Charles Clemmens, seaman, and slightly wounding John McPullen, landsman. The fire was returned from the boat with musketry, and the Ozark shelled the woods.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of Navy, Washington, D. C.

ENGAGEMENT WITH GUERILLAS AT COLE'S CREEK, MISSISSIPPI.

FLAG-SHIP BLACK HAWK, *March* 4, 1865.

SIR: I transmit enclosed a copy of a communication, dated 20th February, from Acting Volunteer Lieutenant A. N. Gould, commanding United States steamer Forest Rose, reporting his driving off a guerilla party who fired on the transport Mittie Stephens, and attempted to burn one hundred (100) bales of cotton on the bank for shipment, near Cole's creek, Mississippi.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Commanding Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant A. N. Gould.

UNITED STATES STEAMER FOREST ROSE,
Off Waterproof, Louisiana, February 20, 1865.

SIR: I respectfully report that on the 18th instant, about 10 o'clock in the evening, while the Mittie Stephens was landing near Cole's creek, Missis-

sippi, to take on board one hundred (100) bales of cotton, "properly permitted," she was fired on by a party of rebel scouts, doing no damage to the boat. Afterwards they set the cotton on fire. I opened fire on them as soon as the Stephens got clear, so that I could bring the guns of this vessel to bear, driving the enemy off. I then steamed into the bank, landed an armed force, and put the fire cut, saving all the cotton except five bales; some few other bales were damaged. I expended the following ammunition, viz: four (4) 32-pounder 5-second shells, four (4) 24-pounder 3-second, and six (6) 24-pounder 1½ shrapnell. Lieutenant Paddock was in command of the rebel scouts.

I am, sir, very respectfully, your obedient servant,

A. N. GOULD,
Acting Volunteer Lieutenant, Commanding.

Lieut. Commander E. Y. McCauley, U. S. N.,
Commanding Fifth District, Mississippi Squadron.

DESTRUCTION OF REBEL TRANSPORTATION IN BAYOU PIERRE, &c.

Flag-Ship Black Hawk,
Mississippi Squadron, Mound City, March 16, 1865.

Sir: I transmit enclosed a copy of a report from Acting Volunteer Lieutenant A. N. Gould, commanding United States steamer Forest Rose, containing some interesting statements regarding the enemy's movements, and the destruction of his means of transportation, by the Forest Rose, at different times during the past six months.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Miss. Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

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Report of Acting Volunteer Lieutenant A. N. Gould.

United States Steamer Forest Rose,
Mississippi River, March 2, 1865.

Sir: I respectfully report that yesterday afternoon a small steamer was at the entrance of Bayou Pierre. The fog soon set in thick, and she was lost to view; in half an hour afterwards the fog raised, and as the steamer was not in sight, I suspected that she must have gone up the bayou. Last year there were strict orders against any boat going up creeks or bayous—certainly they are in the power of the enemy—unless they do so to please them they would be destroyed. I steamed into the mouth of the bayou; after proceeding up about one mile, and finding it very narrow, I turned back. On my way down I captured six boats; they had been brought there for the purpose of crossing six hundred (600) Texan troops from east to west, part of Ross's command. They have refused to obey my orders, and are going back to Texas.

Since 15th September, 1864, this vessel has captured and destroyed upwards of ninety (90) boats and flats, and sent within our lines seventy deserters and refugees.

The principal crossing at Upper Cole's Creek island has been broken up; at present but little crossing is done between Rodney and Hole in the Wall.

I am, sir, very respectfully, your obedient servant,

A. N. GOULD,
Acting Volunteer Lieutenant, Commanding.

Lieut. Commander E. Y. McCauley, U. S. N.,
Commanding Fifth District, Mississippi Squadron.

LOSS OF THE UNITED STATES STEAMER SIGNAL.

Flag-Ship Black Hawk,
Mississippi Squadron, Mound City, March 20, 1865.

Sir: I transmit enclosed a copy of a report, dated February 27, from Acting Volunteer Lieutenant E. Morgan, of the loss of the Signal, under his command, on May 5, ultimo, in Red river. Lieutenant Morgan asks for a court of inquiry. Acting Volunteer Lieutenant Morgan is one of the prisoners delivered by the enemy at the mouth of Red river referred to in my number of this date.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Commanding Miss. Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Report of Acting Volunteer Lieutenant Edward Morgan.

United States Steamer Lafayette,
Off Mouth of Red River, February 27, 1865.

Sir: This being the earliest opportunity afforded me, I beg leave respectfully to submit the following report of the loss of the United States steamer Signal, then under my command, on Red river:

May 4, 1864, I received orders from Rear-Admiral D. D. Porter, on board flag-ship Cricket, then lying at Alexandria, Louisiana, to take on board a bearer of despatches from Major General Banks and proceed down the river until I overtook the United States steamer Covington, which vessel was convoying the United States army transport John Warner, accompanying her as far as the flag-ship Black Hawk, then lying at the mouth of Black river, and then return as far as Fort DeRussey, and there await the arrival of some upward-bound gunboat, and proceed in company up the river to Alexandria. At 11 o'clock a. m. got under way and proceeded down the river. About ten miles below Alexandria met a party of United States troops belonging to the 120th Ohio volunteers, who reported their escape from the transport City Belle, which vessel had been captured and destroyed that morning about fifteen or twenty miles below by artillery and infantry. About ten miles further on, opposite or a little below a place known as Wilson's, we were fired on by a party of rebel cavalry. I immediately returned the fire from starboard battery and passed on. Soon after rounding the next point we were again fired on, as I supposed, by the same party. About four miles below Wilson's came up with the Covington and John Warner lying to, the former repairing her rudder. Rounded to and made

fast astern of the Covington, and was again fired upon from shore, both boats returning the fire. Night coming on before the necessary repairs were made, it was decided to remain until morning. During the night the Covington and Signal kept up an irregular fire. At daylight got under way and proceeded down the river, the John Warner leading, the Covington following, and the Signal bringing up the rear. Upon rounding the point opposite Dunn's bayou, 4.45 a. m., the John Warner made signal, by whistle, "enemy in sight," and was immediately opened upon by artillery and small-arms, and soon disabled, when she drifted ashore in the bend opposite the enemy. Upon rounding the point the Covington stopped and backed into the shore opposite the side of the enemy. I stopped and came to astern and above the Covington, both boats heading down stream. From this position we kept up a constant fire. After remaining in this position perhaps thirty minutes, I observed the enemy moving a battery above which would rake us astern, and which position the Signal (having no stern guns) could not command. I immediately sent Acting Ensign W. F. Loan to communicate this fact to Captain Lord, commanding officer of the Covington, who sent me back word to the effect that as the enemy's battery was too heavy for us he would return up the river, but would remain an hour or so. Soon after, the battery just spoken of opened upon us, when the Covington cast loose and started to round to up the river, closely followed by the Signal. Immediately after, the engineer reported to me the disabling of the port engine by a shot passing through the pitman, and almost at the same instant the pilot came on deck and reported the disabling of the steering gear. I hailed the Covington, reporting my vessel disabled. She came alongside and was made fast. After seeing the vessel made fast, I left the port and started aft to meet Captain Lord, whom I had observed coming on board of the Signal, and followed by a number of his crew. Before reaching him the branch steam-pipe on the port side was cut by a shell, and the throttle-valve being open, the steam escaped rapidly, upon which Captain Lord repaired on board of the Covington, followed by part of his own crew and part of mine. The Covington was cast loose and steamed up the river. I ordered the throttle-valve to be closed, which was done and the escape of steam stopped. I then ordered the fire to be wet down with the hose and the steam to be blown off from the boilers, which was promptly executed by Mr. Harding, acting 1st assistant engineer in charge. I ordered the anchor to be let go, and the fight continued. From the starboard guard I observed that what little wind there was, was settling to the opposite shore from the enemy, and the current being slight, I determined to slip my chain for the purpose of drifting ashore, when I could fire my vessel and escape with my crew. On slipping my chain the vessel drifted shore, but higher up than I expected. On nearing the shore volunteers were called for to get a line out, which was promptly responded to by Seaman George McClurg, who seized the end of the line and sprang overboard and succeeded in reaching shore with the line. He was followed by three or four of the crew, and altogether started up the almost perpendicular bank with the line. Before reaching the summit the men were exposed to the view of the enemy, as the bank was from ten to twenty feet higher than the hurricane-deck, who poured in a volley, driving all back but Mr. McClurg, who bravely persisted in his efforts to reach the summit with the line, in which he succeeded. After making the line fast he did not return; but I am rejoiced to hear that the brave fellow succeeded in reaching the squadron in safety. The vessel from her midship gangway forward was lying abreast of a perpendicular bank, which being unfavorable for the escape of the crew, I endeavored to drop her astern, but in consequence of the wheel being imbedded in the mud, was unable to accomplish it. Immediately on reaching shore I gave permission

for all who chose to do so to escape up the bank, and ordered preparations to be made for burning the vessel. Before this was accomplished (the Warner being surrendered and the Covington on fire and abandoned) the entire force of the enemy was concentrated to prevent the escape of my crew. A battery above and one below us were planting their shell directly in the only accessible path to the summit, while at least fifteen hundred sharpshooters were pouring incessant volleys into the path above the hurricane-deck of the vessel. I was thus forced reluctantly to the conclusion that it was impossible to get my crew away without a great and useless sacrifice, particularly of the wounded, whom I could not think for one moment of abandoning. At 10.50 a. m. I reluctantly surrendered, having previously destroyed my signal-book. As near as I can recollect, the casementing of the gun-deck was penetrated eleven or twelve times by shot and shell, several of which exploded on the gun-deck, one cutting the steam-pipe, another (after the steam had been blown off) the steam-drum, and another the port boiler. Two shells went through the pilot-house, carrying away the shears and part of the wheel. From the explosion of shells on the gun-deck and the perfect storm of Minnie balls through the ports, there were twelve wounded and none killed. Amount of ammunition expended, as near as I can now ascertain, was three hundred and thirty rounds. On mustering on shore after surrendering, I found I had with me six officers and forty-eight men, one of whom (Miller, seaman) was accidently shot on the way to Tyler. Before closing, I take pleasure in awarding to all my officers and men the highest praise for coolness and bravery during the entire action, six hours. Some of them deserve especial mention. C. P. Bragg, acting ensign and executive officer, was at all times where duty called him, going on the forecastle accompanied only by Seaman George McCauly, and under a tremendous fire of musketry, heaving over the anchor, hauling up the chain and bitting it himself. Again, when it became necessary to slip the chain, he, assisted by Seaman John Highland, performed that duty under the same galling fire. Acting Ensign, William F. Loan, in charge of 1st division, 30-pounder Parrott, and Acting Master's Mate R. P. Craft, in charge of 2d division broadside, throughout the action and under a severe fire of musketry in the ports, by voice and example cheered and encouraged the men at the guns. Mr. Perry Wilkes, pilot, stood nobly at the wheel until it was literally shot out of his grasp. Acting Third Assistant Engineer, James F. Liddell, when the steam-pipe was cut, causing the escape of steam and great confusion, promptly rushed through the steam and closed the throttle-valve, stopping escape of steam, when order was restored. I omitted to mention that three of the Covington's men were captured on my vessel, and another joined us on the way up, having been captured on the other side of the river. In conclusion, I respectfully ask that a court of inquiry may be called to determine whether I have performed my duty.

Very respectfully, your obedient servant,

EDWARD MORGAN,
Acting Volunteer Lieutenant U. S. N.

Acting Rear-Admiral S. P. Lee,
Commanding Mississippi Squadron.

CO-OPERATION WITH THE ARMY.—EXPEDITION TO TRINITY, LA.

Mississippi Squadron, Flag-Ship Black Hawk,
Mound City, April 14, 1865.

Sir: Lieutenant Commander McCauley has forwarded to me a report, dated March 30, from Acting Ensign P. H. Randolph, of the Benton, in reference

to the part taken by a detachment from the Benton in an expedition from Natchez to Trinity, Louisiana.

Acting Ensign Randolph left Natchez on the 20th of March with the detachment, and joined the force, about 300 strong, under Brevet Brigadier General Faran, at Vidalia. Five wagons accompanied the column, carrying five small boats and five skiffs, in charge of the men from the Benton. The expedition reached the Tensas river, at a point seven miles above Trinity, at 2 a. m. of the 27th, after a very difficult march, crossing two wide and deep bayous. At this point the greater part of the troops and the wagons were left. The boats were launched, and about one hundred soldiers embarked with the seamen. They landed at Trinity about daybreak, and, without firing a shot, captured one captain, one lieutenant, one orderly sergeant, and twenty-two privates, all of Harrison's command, and forty-six horses and mules, with equipments complete. Twenty-five stand of arms and some commissary stores were also captured and destroyed for want of transportation. The expedition returned to Natchez on the 28th ultimo without casualties. Brigadier General Davidson sent Lieutenant Commander McCauley a copy of Brevet Brigadier General Faran's report of the expedition, in which the services of the navy are acknowledged in complimentary terms, to which General Davidson adds his thanks, concluding: "I take advantage of this occasion to testify to you my regard for the uniform co-operation you have afforded me during my command here, and for the cordial harmony which exists between the two branches of the service."

I have the honor to be, sir, very respectfully, your obedient servant,

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington.

DESTRUCTION OF THE REBEL RAM WEBB.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mouth of Red River, May 6, 1865.

SIR: The Webb, a small rebel vessel, carrying two or three guns, 217 bales of cotton, and 50 barrels of rosin or turpentine, ran out of Red river on the night of the 23d of April, and, without doing any damage on the way other than cutting some of the telegraph wires, continued down the river until intercepted by the Richmond, the next afternoon, twenty-five miles below New Orleans, when she was run ashore and destroyed by those on board. She was fired at as she came out of Red river by the Manhattan. The Lafayette pursued her to Bayou Sara, and the Ouachita followed her from Donaldsonville to the place of her destruction, passing New Orleans two hours after the Webb.

The Vindicator was undergoing repairs to her boilers at Red river, and had she been in order the Webb would not have escaped so far. There was a partial chase by other vessels, which it was not desirable for them to continue, as they were thereby led off from their boats, where they were watching for Jeff. Davis, his cabinet, and plunder.

The darkness of the night, the great speed of the Webb, and the swift current favored her escape at the mouth of Red river, where she was seen but for a few minutes. The numerous transport and trading steamboats constantly passing on this river, many of the latter operating up the tribu-

taries, (there are at this time fourteen of them up the Yazoo with cotton permits,) favored her escape, and prevented her timely recognition by some of the gunboats of the two lower divisions, in which there are but few vessels, as they are not needed on that part of the river, owing to the number of army posts and pickets below Baton Rouge.

Lieutenant Commander Lull finding that the river telegraph line had been cut below Baton Rouge, sent a gunboat to Donaldsonville with a telegram to the authorities at New Orleans, announcing the escape of the Webb, which, with another telegram to the same purport from Lieutenant Commander Fitzhugh, was sent by the inland telegraph line to New Orleans, and an answer received before 10 a. m. on the 24th. Ample notice was thus given of her approach, and the Webb was fired on by the man-of-war at New Orleans as she passed.

I enclose copies of the following reports, &c., in relation to the affair, namely: (1.) April 25, Lieutenant Commander Fitzhugh; (2.) April 28, Lieutenant Commander Grafton, enclosing reports from Lieutenant Commander Lull, Acting Volunteer Lieutenants Ely and Welles, and Acting Master Adams, A, B, C, D; (3.) May 4, Lieutenant Commander Foster; (4.) April 24, Lieutenant Commander Fitzhugh to Colonel Fiske; (5.) Colonel Fiske's telegram to General Sherman, at New Orleans; and (6.) General Sherman's reply, all dated April 24.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,

Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Report of Lieutenant Commander W. E. Fitzhugh.

UNITED STATES STEAMER OUACHITA,
Donaldsonville, La., April 25, 1865.

SIR: I have to inform you that yesterday morning, just before daylight, a white army tug was reported coming down the river, and some time after the through packet Fashion. On boarding the latter the officer learned that the rebel ram Webb had come out of Red river and passed down. From the manner in which the information was communicated the officer supposed the Webb had surrendered, and was on her way to New Orleans under guard. When it was reported to me that the steamer first mentioned was the Webb I supposed it was a river boat of that name. On learning to the contrary, I sent a despatch to Colonel W. O. Fiske, commanding this post, informing him of what had occurred, and requesting him to telegraph immediately to the authorities at New Orleans, which he did, using the inland line by way of Thibodeaux, and receiving an answer before 10 a. m. This vessel was lying at the bank repairing her guard at the time, and I was necessarily somewhat delayed in getting under way, which I proceeded to do, feeling certain that if the Webb were in rebel hands she could not pass New Orleans, and would probably not make the attempt before night.

Shortly after getting under way I was notified that the Webb had landed a party and cut the telegraph line in one or more places, claiming to be a federal vessel, and carrying the United States flag at half-mast. Arriving at New Orleans, I was stopped by the senior naval officer present, who authorized me to proceed down after the Webb, which was two hours in advance, about fifteen miles below the city. I learned that the Webb had been blown up; but kept on, and presently saw the Webb in flames, and nearly destroyed. I then returned to this point. The Alexander was lying this side of College Point and the Argosy at Bonnet Carre, forty miles below,

but neither of them suspected the character of the Webb until some time after she had passed.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,

Lieut. Commander, U. S. N., Com'dg 1st Dist., Miss. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron.

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Report of Lieutenant Commander Edward C. Grafton.

UNITED STATES STEAMER MANHATTAN,

Off Red River, April 28, 1865.

SIR: I arrived at this vessel on the evening of the 25th instant. Enclosed I forward the report of Lieutenant Commander Lull, regarding the running of the blockade by the rebel steamer Webb out of Red river.

Reliable information has been received that the Webb was run ashore and destroyed about twenty-five miles below New Orleans.

Respectfully, your obedient servant,

EDWARD C. GRAFTON,

Lieut. Commander, Com'dg 3d District Miss. Squadron.

Acting Rear-Admiral S. P. LEE,

Commanding Mississippi Squadron.

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Report of Lieutenant Commander Edward P Lull.

UNITED STATES STEAMER TENNESSEE,

Off mouth Red River, April 28, 1865.

SIR: The accompanying report of Acting Volunteer Lieutenant R. B. Ely, temporarily commanding the United States steamer Manhattan, and of Acting Master C. W. Adams, executive officer of this vessel, in regard to the escape of the rebel ram Webb from Red river on the night of the 23d instant, are respectfully forwarded.

I was temporarily absent with the tug Dahlia, having gone to Morganzia, and failing there, to Baton Rouge, for the purpose of sending a telegraphic message to General Hurlbut, for the purpose of expediting the departure of despatches from General Grant to the rebel General E. Kirby Smith; which despatches were to be sent by a rebel flag-of-truce boat then lying at this point, or rather permission was to be obtained by her for the officer in charge of the despatches to proceed to Shreveport with them.

I reached Baton Rouge at about 1.30 a. m. of Monday, and proceeded at once to the telegraph office, but the operator was unable to get a response from the other end.

I went to a hotel to await an answer, and in about one hour afterwards the commanding officer of the tug Hyacinth, stationed at Bayou Sara, came down and reported to me that a suspicious vessel had passed Bayou Sara, followed some distance behind by the gunboat Fort Hindman. The suspicious vessel had carried ordinary lights, and had not attracted attention until the arrival of the Fort Hindman in chase, when the commanding officer of the Choctaw concluded the chase was the Webb. She had passed very rapidly—so much so that the Choctaw, lying at that point, deemed pursuit entirely useless, and the Fort Hindman was so far behind that she also gave up the chase.

On receiving this report I immediately repaired on board the United States steamer General Price, and there learned that a vessel bearing the description of the Webb had passed down, showing an ordinary transport's lights, but having no suspicions of what she was.

The officer of the deck had not reported her to the commanding officer.

While I was still on board the General Price an army transport arrived with a despatch from Lieutenant Commander Foster, stating that the Webb was supposed to have escaped. I proceeded with the army officer who bore the message to the headquarters of the commanding general, and from there to the telegraph office to get the message to New Orleans and intermediate points if possible; found that no communication could be had, and concluded, as afterwards proved to be true, that the wires had been cut. Acting Volunteer Lieutenant Wells, of the General Price, then proposed to start with his vessel to send the message from the first point where communication could be had, and also to overtake the Webb, in case she had stopped at any point below, which I approved, and he started at once. I enclose a letter received from him, showing how he executed his mission.

I believe that it was owing to his despatch, sent in a roundabout way from Donaldsonville to New Orleans, that the vessels at that point were apprized of the approach of the Webb.

After despatching the General Price, I returned to this point as soon as possible, fearing that the rebel iron-clad Missouri might also have come out of Red river.

The Webb is well known to have been capable of enormous speed for short distances, probably as great as twenty-five miles an hour down stream, or even more; and I conclude, from the reports of those who saw her passing various points, that she in every case, where she had a dangerous point to pass, ran her steam up to a high pressure for the spirt.

I am, very respectfully, your obedient servant,

EDWARD P. LULL,
Lieut. Commander, Com'dg pro tem. 3d Division Miss. Squadron.

Lieut. Commander EDWARD C. GRAFTON,
Com'dg 3d District Mississippi Squadron.

Report of Acting Volunteer Lieutenant Robert B. Ely.

UNITED STATES MONITOR MANHATTAN,
Off Red River, April 26, 1865.

SIR: I have to report that on the evening of the 23d instant, this vessel being anchored about one-quarter of a mile below the mouth of Red river, and near the western bank of the Mississippi, at 8.45 a dense cloud of black smoke was discovered by the officer of the deck (Acting Ensign C. H. Sinclair) coming out of the mouth of Red river. This officer at once beat to quarters. In one minute from the time the gong was first struck the crew were at their quarters, the post chain slipped, hatches closed, shackle off the starboard chain, and the ship ready for action.

The smoke was now seen to be that of a vessel coming out of Red river, and within 500 yards of this vessel, off the starboard bow, and going full speed down the river. I fired the howitzer to bring her to, and at once ordered the 15-inch guns to be trained at the strange vessel, the guns at the time being trained on the port beam. The turret was immediately revolved, and No. 1 gun was fired, as soon as it could be brought to bear, at the stranger, then only distinguishable in the darkness by the black smoke off our starboard quarter. I am not able to state whether this shot took effect or not. Knowing that it would be useless to follow so swift a vessel with the

Manhattan, and believing that the rebel iron-clad Missouri would soon follow the strange vessel, which I believed to be the Webb, I thought it advisable to remain at the mouth of Red river, in readiness to attack her. As soon as the 15-inch gun had been fired I made by Coston's signals *general* signal No. 570, "strange vessel in sight, positively an enemy." I received answer from the Lafayette, No. 4, "act on your discretion," and immediately afterwards No. 83, "are you in want of assistance?" I answered No. 75, "yes." I then threw up one rocket to alarm the vessels below, and in a few minutes afterwards I fired two more in quick succession. In the mean time the United States steamer Gazelle, which vessel had been lying off Hog Point, (about two miles below the mouth of Red river,) had got under way and was coming alongside. As soon as she was within hail I told her commanding officer that the Webb had run down the river, and ordered him to report the fact at once to Captain Foster, and say to him that I awaited his further orders. As soon as the Gazelle had made her report, the United States steamers Lafayette, Vindicator, and Lexington got under way and stood down the river. The United States steamers Gazelle, Samson, and Champion were ordered by Captain Foster to anchor near me, and I was ordered to remain where I was and look out for the Missouri.

Having ordered all the vessels to be ready for instant action, at 11 p. m. I beat the "retreat," keeping our watch at their quarters for the remainder of the night; nothing further, however, of importance occurred.

I am, sir, most respectfully, your obedient servant,

ROBERT B. ELY,
Acting Vol. Lieutenant Com'dg Manhattan pro tem.

Lieutenant Commander E. P. Lull,
Commanding 3d District Mississippi Squadron.

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Report of Acting Volunteer Lieutenant W. R. Welles.

United States Steamer General Price,
Off Bayou Sara, Mississippi River, April 26, 1865.

Sir: I have the honor to inform you that the Webb cut all the wires on the east side of the river above Orleans. I sent your despatches from Donaldsonville by the way of Thibodeaux. Ascertaining by telegraph that the Webb had not passed Orleans, I kept on after Captain Fitzhugh, who was down the river. Twenty miles above Orleans I met the Argosy, bound up. Captain Morong, commanding that ship, informed me that the squadron at Orleans had fired into the Webb as she passed, but she went by. Twenty-five miles below Orleans she met the sloop-of-war Richmond, ready to receive her, and after receiving one broadside from that ship the captain of the Webb ran her into the bank and blew her up, all the crew escaping except three, who were captured. I send this, together with a telegraphic despatch, by the tug from this place, which leaves in a few minutes.

I remain, sir, very respectfully, your obedient servant,

W. R. WELLES,
Acting Vol. Lieutenant Commanding.

Edward P. Lull,
Lieutenant Commander U. S. N., Com'dg 3d Division.

Report of Acting Master Charles W. Adams.

UNITED STATES IRON-CLAD TENNESSEE,
Off mouth of Red River, April 29, 1865.

SIR: I have the honor to make the following report: During your temporary absence in the tug Dahlia, on Sunday, April 23, at 8.50 p. m., it was reported to me from the officer of the deck, Acting Ensign Andrew Aldon, that there was black smoke at the mouth of Red river. I immediately went on deck, and distinguished the smoke as coming from some vessel that was proceeding at a great rate down the Mississippi river.

The United States monitor Manhattan, lying near the mouth of Red river, blew two whistles for the strange vessel to heave to, but not complying, the Manhattan fired the howitzer. I immediately went to quarters, finding the stranger did not stop, and gave orders to spread fires and stand by to slip our cables. We were all ready for action inside of two minutes; but as we were lying close to the eastern bank of the river we could not bring a gun to bear before the stranger was out of our reach. I have every reason to believe the strange vessel was the rebel ram Webb, and as we were not equal to the task of overtaking her I remained at my station to be in readiness for the rebel iron-clad Missouri, thinking she might come out. It was impossible for us to discover any steamer through the darkness, as the stranger was close to the western bank of the river, shielded from our sight by the shade of the trees. The course of the stranger could only be followed by the dense column of black smoke as it rose above the trees.

The Manhattan fired a 15-inch at the stranger, but it did not have the desired effect. At 9.10 the United States steamers Lafayette and Vindicator passed down the river in chase.

The crew slept at their quarters during the night. Nothing else of importance occurred.

I have the honor to be, very respectfully,

CHARLES W. ADAMS,
Acting Master and Executive Officer.

Lieutenant Commander E. P. LULL,
Commanding 3d Division pro tem.

Report of Lieutenant Commander James P. Foster.

UNITED STATES STEAMER LAFAYETTE,
Off Mouth of Red River, May 4, 1865.

SIR: I regret very much to inform you that on the night of the 23d ultimo the rebel steamer Webb came out of the mouth of Red river, passing through the 3d, 2d, and 1st districts of the Mississippi squadron. When she came out she was running at a speed of 25 or 30 miles an hour. I have no doubt that the boats placed at the mouth of Red river did their duty to the best of their ability. On discovering the smoke in the mouth of Red river, I immediately ordered every pound of steam that they could carry to be gotten up on the United States steamers Lafayette and Lexington. Both vessels were ready for action in 30 seconds. Immediately on the signal being made I got under way in the Lafayette, and pursued the Webb as far as Bayou Sara, a distance of 40 miles. On my arrival at Morganza I tried to telegraph to New Orleans, but the wires were out of order and I could not. I immediately proceeded down the river as far as the Choctaw, and there learned that Mr. Muney had sent a despatch to Baton Rouge by a trans-

port. I also sent a despatch by tug to Captain Gull, who was at Baton Rouge, telling him to telegraph to New Orleans immediately.

Finding it useless to pursue any further, I returned to my district. I gave orders to the Tennessee and Manhattan to keep a strict guard on the mouth of Red river, to prevent any other vessel attempting to run out.

I am, sir, very respectfully, your obedient servant,

JAMES P. FOSTER,
Lieut. Com'der, com'dg 4th District Mississippi River.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

Telegram from Lieutenant Commander Fitzhugh to Colonel W. O. Fiske.

To Brigadier General SHERMAN,
Headquarters Southern Division, Louisiana:

NEW ORLEANS.

The following is just received, 8½ a. m.

W. O. FISKE, *Colonel, Com'dg Post.*

UNITED STATES STEAMER OUACHITA,
Donaldsonville, Louisiana, April 24, 1865.

SIR: This morning about 4 a steamer passed here supposed to be an army tow-boat. I since learn it was the W. H. Webb, the rebel ram. Will you please telegraph to New Orleans?

Yours, &c.,

W. E. FITZHUGH.

Colonel W. O. FISKE,
Com'dg United States Forces, Donaldsonville.

Telegram from General Sherman to Colonel Fiske.

DEPARTMENT OF THE GULF,
U. S. Military Telegraph Office, April 24, 1865.

[By telegraph from New Orleans.]

To COMMANDING OFFICER, *Donaldsonville:*

Where does the gunboat Ouachita lie? Answer immediately. If you think there is any truth with regard to the ram, co-operate with the gunboat, and make ready to destroy her.

By command of Brigadier General Sherman:

WICKHAM HOFFMAN,
Assistant Adjutant General.

Received by Colonel Fiske between 9.30 and 10 a. m.
Webb supposed to have passed New Orleans about 1 p. m.

ENGAGEMENT WITH GUERILLAS ON THE CUMBERLAND RIVER.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, May 15, 1865.

SIR: Lieutenant Commander Le Roy Fitch, under date of May 4, encloses a report, dated April 29, from Acting Master Coulson, temporarily commanding United States steamer Moose, respecting the interception of a guerilla party,

while in the act of crossing the Cumberland river, by the Moose, which attacked and dispersed them, killing, wounding, and capturing about twenty-six, (26.) I enclose a copy of Acting Master Coulson's report. Lieutenant Commander Fitch states that two of the prisoners were found on investigation to be citizens pressed as guides; these were released, also a mule belonging to one of them. He further states that the guerilla party, numbering about one hundred and fifty, (150,) were completely dispersed or cut off from their purpose. Those who were left on the left bank of the Cumberland recrossed the Tennessee, and those who had reached the right bank were afterwards captured by some of our land forces.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D C.

Report of Acting Master W. C. Coulson.

UNITED STATES STEAMER MOOSE,
Off Eddyville, Kentucky, Cumberland River, April 29, 1865.

SIR: I have the honor to report that this morning, while lying at the Tennessee Rolling Mills, I received information from Acting Master Hall, of the United States steamer Albiona, that sixteen (16) guerillas had been reported at Centre Furnace (about two miles from the river) at 6 a. m.

About 11 a. m. a courier arrived bringing the information that there were one hundred and fifty (150) of the enemy, and that they were moving toward Eddyville with the intention of crossing the river and burning the town. I immediately got under way with this vessel and started down the river; noticed nothing unusual until just at the head of Big Eddy, where, on rounding the point, I discovered a large body of armed men on shore, and two boats full just shoving off, who on sight of the vessel commenced jumping overboard. The engines were stopped and backed immediately, at the same time I fired the forward gun on the upper deck and ordered the use of small-arms, which was done effectually, as but very few of the two boat-loads reached the shore, being either shot or drowned. Thinking that more might be accomplished by landing the small-arm men, they were sent ashore, and succeeded in killing four (4) and wounding four (4) others, besides capturing six, (6,) making a total of about twenty (20) killed and wounded. We also captured nineteen (19) horses and three (3) mules, with the saddles, bridles, and accoutrements, and a few revolvers. The prisoners and horses are now on board this vessel. They were completely taken by surprise and offered but little resistance.

From the most reliable information I could obtain, there were between 150 and 200 of them armed, mostly with revolvers only, commanded by Major Hopkins, of Buford's command, C. S. A. About sixty (60) of this force, with the major, are now on the north side of the Cumberland.

Not deeming it prudent to pursue them too far, the people were recalled, the prisoners, horses, and plunder taken on board, and proceeding down to Eddyville, I apprised the commander of our forces there of the enemy's crossing.

It gives me pleasure to mention the eagerness and alacrity displayed by both officers and men to capture or disperse this gang of rebels. To Mr. Rowley, the pilot on watch at the time, great praise is due for his coolness and quick handling of the vessel, which assisted greatly to our success.

I shall continue to cruise in this vicinity, keeping a good lookout for them, and convoying transports by dangerous places.

I am, very respectfully, your obedient servant,

W. C. COULSON,
Acting Master and Executive Officer, Comd'g pro tem.

Lieut. Commander LE ROY FITCH,
Com. Tenth District, Miss. Squadron, Mound City, Ill.

SURRENDER OF A REBEL FORCE TO ACTING MASTER G. MORTON, COMMANDING UNITED STATES STEAMER TEMPEST.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, Illinois, May 22, 1865.

SIR: Acting Master G. Morton, commanding United States steamer General Thomas, reports by telegraph, from Bridgeport, Alabama, under date of May 20, that on the 19th instant a rebel force of two hundred and two (202) officers and men, under Colonel Harwood, surrendered to him and were paroled.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

SURRENDER OF TWO REBEL OFFICERS AND TWO PRIVATES TO LIEUTENANT COMMANDER MITCHELL.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, Illinois, May 23, 1865.

SIR: Lieutenant Commander Mitchell reports, under date of 20th May, that on the 19th he was hailed by a flag of truce at Laconia, and Colonel Warfield, of the second (2d) Arkansas regiment, General Joe Johnston's command, with two officers and two privates of the same command, surrendered to him. He turned them over to Brigadier General M. Ginnis, at White river, to receive their parole.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Commanding Mississippi Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

CAPTURE OF REBEL OFFICERS AT COLE'S CREEK, MISS., AND AT DONALDSONVILLE, LA.

Report of Acting Rear-Admiral S. P. Lee.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, May 31, 1865.

SIR: Acting Volunteer Lieutenant A. V. Gould, commanding United States steamer Forest, reports, under date of 7th of May, that learning that a party of rebel officers had crossed the Mississippi near Waterproof, he went with an armed boat to Cole's creek, and sent twelve armed men across the levee in the same direction.

The two parties met and came in sight of the rebel officers near the point where they were expected to cross; they retreated to a plantation near by, where they were surrounded and captured by Acting Volunteer Lieutenant Gould and his party. The prisoners taken were one captain, two lieutenants, one signal officer, one assistant paymaster in the rebel navy, and one citizen. They were all turned over to the provost marshal at Natchez. Acting Volunteer Lieutenant Gould does not give dates or exact localities in his report. I enclose a draught of a letter picked up near the place of capture, and forwarded to me by Acting Volunteer Lieutenant Gould, addressed to "Hon. S. R. Mallory, Secretary Confederate States Navy," and signed "Edward C. Stiles, Lieutenant Confederate States Navy."

Lieutenant Commander W. E. Fitzhugh reports, on the 15th of May, that on the 14th, while patrolling near Donaldsonville, he saw and communicated with a party of rebel cavalry on the west bank, under a flag of truce, claiming to belong to the rebel General Taylor's command, and under the immediate command of a Captain Brown, who desired to forward by the Ouachita, to the commanding military officers at Donaldsonville, a proposition to surrender his command, (fourteen men,) on the conditions granted to those on the east bank. Lieutenant Commander Fitzhugh sent him word that if he wished to surrender to the army, to go to Donaldsonville and do so in a proper manner; if to the navy, the surrender would be unconditional; further than that, he would be treated as a prisoner of war, and that he would give him five minutes to decide, and shell him on the expiration of that time. The rebel party immediately left and entered the woods. Lieutenant Commander Fitzhugh landed a party and captured, some three miles from the river, a first lieutenant named Kingsley and two horses; the others escaped. The prisoner and the horses were turned over to the military authorities at Donaldsonville.

Lieutenant Commander Fitzhugh states that he learns that "these outlaws were well received in the families of most of the planters in the country they prowl over, and do little more than steal their horses and board with them;" and that the military from Donaldsonville to Plaquemine are scouring the country for them.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Letter from E. C. Stiles to the rebel Secretary of the Navy.

HAVANA, *March* 31, 1865.

SIR: I had the honor to report to you, from London, the outrageous manner in which Mr. Samuel J. Harrison, Pres't of the Virginia volunteer navy, had behaved to myself and the officers that you were kind enough to order to report to me at Bermuda. At the time Mr. Harrison obtained these orders he knew perfectly well that the Hawk was not at Bermuda, nor had he any right to expect that she would be until he had forwarded sufficient funds to pay for her. However, at that time believing in his honesty, and that he would not dare to behave in so contemptible a manner to the government, I borrowed the remaining portion of the purchase-money and sent the ship to sea; the gentleman who made the advance requiring the signing of a certain contract to insure him, and also that myself and Assistant Paymaster D. D. Talley should remain in Europe until the money was paid. Mr. Harrison, to

the last, promised faithfully that this would be done; and much to my surprise, at the last moment, I received a letter through Commander R. B. Pegram, C. S. N., ordering the ship to be sold, and that Commander Pegram would purchase another vessel. The Hawk was accordingly sold at auction to the highest bidder at the time of the fall of Fort Fisher, and as soon as we could arrange the accounts Mr. Talley and myself left on our way to the confederacy. We arrived at this place on the 22d, and Mr. T. leaves this evening, via Galveston, with an abstract of the accounts. I deeming it not prudent to send them at this time, they will be deposited with Major C. G. Helm until such time as it will be safe to send them. For the same reason I have determined to go by another vessel, so that if either of us are captured there will be some one to make the proper statement and to prove Mr. Harrison's conduct.

Commander Pegram expects to return home by the steamer which leaves England on the 2d April; he has been as badly treated as we have, and feels the outrage quite as much. I am glad to hear from Commander Maffit, of the Owl, that he landed Assistant Surgeon D. S. Watson and First Assistant Engineer E. R. Archer, C. S. V. N., safe on the Florida coast, some nine miles from St. Mark's, on the 24th instant.

This will be handed to you by Assistant Paymaster Talley, should he arrive before me, and he will inform you of all we have done and suffered.

I have the honor to be, very respectfully,

EDWARD C. STILES,
Lieutenant Confederate States Navy.

Hon. S. R. MALLORY,
Secretary, C. S. Navy, Richmond, Va.

SURRENDER OF THE REBEL NAVAL FORCES IN RED RIVER.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, June 10, 1865.

SIR: I transmit enclosed a copy of a report from Lieutenant Commander W. E. Fitzhugh, concerning the surrender of the rebel naval force in Red river, with its enclosures; also (2) a list of the rebel officers and men paroled by him.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Mississippi Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander W. E. Fitzhugh.

UNITED STATES STEAMER OUACHITA,
June 3, 1865.

SIR: I have the honor to report that, in obedience to your orders of May 28, 1865, relating to the men and material of the Confederate States navy to the Mississippi and West Gulf squadron, I started up the Red river with the Benton, Ouachita, Fort Hindman, and tug Fern, in company with Major General Herron and his steamer, the Ida May, in advance of the troops. We met with no resistance whatever, all whom we saw being apparently well

disposed. The vessels arrived off that place last evening, and this morning I met Lieutenant Commanding J. H. Carter, commanding naval forces trans-Mississippi department, and received from him the iron-clad Missouri and the parole of himself, officers, and crew, (which I respectfully herewith submit.)

Lieutenant Commanding J. H. Carter informs me that the Missouri is the only naval vessel on the Red river or its tributaries, but that there is at quantity of property at Shreveport, Louisiana.

The Champion, one of the pump boats captured in the late expedition up this river, is here, but belongs to the quartermaster's department, and has been turned over to the army.

The Missouri I have brought below the falls, and am clearing up, preparatory to his leaving for the mouth of the river. She is a very formidable vessel, plated with railroad iron, resembling the Tennessee in some respects, but differs from her, however, in having a wheel in a recess aft. Her battery consists of one 11-inch gun, one 9-inch, and one heavy 32-pounder. She has been built of green timber, caulked with cotton, leaks badly, and I understand is very slow. From all I can judge of her, I do not consider her of any use as an iron-clad. I have detailed several officers and fifty-one (51) men to carry her down. I shall send her and the Benton down to-morrow, with directions for her to remain at the mouth of the river unil further instructions.

I shall take the Fort Hindman and proceed up the river, in company with General Herron, to-morrow to Shreveport, to receive such property as may belong to the navy. The river is falling, and it will not be prudent to carry a vessel drawing more water than the Fort Hindman, which draws five feet. Vessels of this draught can remain above the falls about two weeks, and it will not be prudent to remain longer than that length of time.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
Lieutenant Commander U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Commanding Mississippi Squadron.

List of rebel naval prisoners paroled at Alexandria, Louisiana, June 3, 1865, *by Lieutenant Commander W. E. Fitzhugh, U. S. N.*

OFFICERS.

Lieut. Commander J. H. Carter, C. S. N.
Acting Master E. Alexander, C. S. N.
Act'g Master Rob't Benthall, C. S. N.
Act'g Master J. M. Douglass, C. S. N.
First Lieut. F. M. Roby, C. S. N.
First Lieut. Wm. O. Crain, C. S. N.
Second Lieut. R. B. Larmour, C. S. N.
Second Lieut. J. C. Holcomb, C. S. N.
Passed Midsh'n Wm. H. Shaw, C. S. N.
Acting Master's Mate Rob't Aikman, C. S. N.
Pilot Benoist W. Ray, C. S. N.
Pilot Proctor Antrim, C. S. N.
Pilot Joseph Boisseau, C. S. N.
Ass't Surgeon John E. Duffle, C. S. N.
Ass't Paymaster W. A. Hearn, C. S. N.
Commodore's Sec'ry Thos. H. Clark, C. S. N.
Sec'nd Ass't Eng'r C. Covent, C. S. N.
Second Ass't Eng'r John E. Esnard, C. S. N.
Sec'nd Ass't Eng'r F. P. Jones, C. S. N.
Sec'nd Ass't Eng'r A. Clayton, C. S. N.
Second Ass't Engineer J. W. Dorsey, C. S. N.
Third Ass't Eng'r M. J. Duty, C. S. N.
Third Ass't Eng'r U. H. Quirk, C. S. N.
Act'g Carpenter C. Moore, C. S. N.

MEN.

John McCann, quartermaster.
H. Fillenbrand, first class fireman.
J. C. Osborne, ship's steward.
J. Johnson, first class fireman.
Peter Williams, first class fireman.
John Dawson, first class fireman.
Wm. McKinney, first class fireman.
Francis Delbrill, quartermaster.
F. J. Lucar, quarter-gunner.
M. Minot, quartermaster.
M. C. Lawson, ship's steward.
T. H. Arnod, ordinary seaman.
Wm. Tinnley, ordinary seaman.
B. L. Hight, ordinary seaman.
Wm. P. Riley, ordinary seaman.
M. Pursell, ordinary seaman.
Isaac Aaron, ordinary seaman.
Jacob Grunhaup, seaman.

Officers	24
Men	18
	42

SURRENDER AND PAROLE OF REBEL SOLDIERS AT GOODRICH'S LANDING LOUISIANA.

MISSISSIPPI SQUADRON, FLAG-SHIP TEMPEST,
Mound City, June 12, 1865.

SIR: I transmit enclosed a report, dated June 8, from Acting Master E. F. Brooks, commanding United States steamer Victory, of the surrender to and parole by him at Goodrich's landing, Louisiana, on the 5th of May, of the following named rebel soldiers: James Carson, Jos. Carson, A. H. Bowman, and C. Craig, company B, 4th Louisiana cavalry, Harrison's brigade, and Henry Faith and G. R. Faith, company C, 2d Arkansas cavalry, Cobell's brigade, Fagan's division. The form of parole and oath are given in the report.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

HON. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Report of Acting Master E. F. Brooks.

UNITED STATES STEAMER VICTORY,
Off Mound City, June 8, 1865.

SIR: I have the honor to report that I have paroled the following named rebel soldiers, with circumstances of the case:

On or about the 5th day of May, 1865, while anchored off Goodrich's landing, Louisiana, James Carson, Jos. Carson, A. H. Bowman, and C. Craig, of company B, 4th Louisiana cavalry, Harrison's brigade, and Henry Faith and G. R. Faith, of company C, 2d Arkansas cavalry, Cabell's brigade, Fagan's division, came in and surrendered themselves, and requested to be paroled, and took the following oath:

I do solemnly swear, in the presence of Almighty God, that I will not bear arms against the United States, or give aid in any way to the so-called southern confederacy, until properly exchanged; so help me God.

UNITED STATES STEAMER VICTORY,
Off Goodrich's Landing, La., May 5, 1865.

Henry Faith, of company C, 2d Arkansas cavalry, Cabell's brigade, Fagan's division, Confederate States army, residing in Carroll parish, Louisiana,

having been, with the approval of the proper authorities, paroled, is permitted to return home, not to be disturbed by the United States authorities, so long as he observes his parole, and obeys the laws in force where he may reside.

E. F. BROOKS, *Acting Master, Com'dg.*

The above protection papers were given each one.

Very respectfully, your obedient servant,

E. F. BROOKS, *Acting Master, Com'dg.*

Acting Rear-Admiral S. P. Lee,
Commanding Mississippi Squadron.

SURRENDER OF REBEL NAVAL PROPERTY IN RED RIVER.

Report of Acting Rear-Admiral S. P. Lee.

Mississippi Squadron, Flag-Ship Tempest,
Mound City, June 20, 1865.

Sir: I transmit enclosed the following report regarding the recent surrender to this squadron of rebel naval property in Red river:

1. June 13, 1865. Lieutenant Commander Foster, general report of movements and disposition made in connexion with surrender of rebel property, transportation of troops, &c.

2. June 13, Lieutenant Commander Foster, enclosing paroles given to rebel naval prisoners at Shreveport, La., on 9th June.

3. List of prisoners so paroled.

4. June 14, Lieutenant Commander Foster has decided to keep Missouri and Mary T at mouth of Red river, and not send them to New Orleans, according to his intention expressed in his report of the 13th, (1,) until he receives instructions, &c., &c.

5. June 20, Lieutenant Commander Fitzhugh, general report.

6. Duplicate of Lieutenant Commander Fitzhugh's receipt to Lieutenant Carter, Confederate States navy, for the iron-clad Missouri. Lieutenant Commander Fitzhugh in his report (5) states that it was represented to him that the Cotton, formerly the Mary T., although in possession of the Confederate States navy, was not the property of the Confederate States government, but had been delivered to her original owners; he seized her however, as a public vessel. She can be of no use to the navy, and I request to be instructed as to whether I shall have her turned over to a treasury agent or restore her to her alleged private owners. I shall send for the two pumps referred to in (5,) which Lieutenant Commander Fitzhugh verbally informs me came out of the pump-boat Champion employed by Rear-Admiral Porter, destroyed during the Red river expedition, and probably paid for by government. If they are fit for the purpose, I will use them in raising our sunken vessels and coal barges of this squadron. I have ordered the Missouri to be sent here if there is water enough for her.

I have the honor to be, sir, very respectfully, yours,

S. P. LEE,
Acting Rear-Admiral, Com'dg Miss. Squadron.

Hon. Gideon Welles,
Secretary of the Navy, Washington, D. C.

Report of Lieutenant Commander James P. Foster.

UNITED STATES STEAMER LAFAYETTE,
Off Mouth Red River, June 13, 1865.

SIR: I have the honor to report, that three and a half days after leaving Cairo I arrived at this point. On my arrival I found that the Benton, Lafayette, Kenwood, Ouachita, Gamage, Collier, Little Rebel, and Fort Hindman, were up Red river by order of Lieutenant Commander Fitzhugh. I immediately proceeded up Red river and ordered them to return to the mouth, except the Gamage and Fort Hindman, and those ordered to return by Lieutenant Commander Fitzhugh, and ordered them to remain there until my return. On arriving at Alexandria I found that Lieutenant Commander Fitzhugh had received the surrender of the rebel steamer Missouri, turned over to you as commander-in-chief of the Mississippi squadron. After placing proper officers and crew on board of her he sent her to the mouth of Red river. He then proceeded to Shreveport in the Gamage, where he found the Mary T. turned over to her owners, and believing her a legitimate prize to our government, seized her and brought her down to the mouth of Red river. Neither at Alexandria nor Shreveport did we find any naval ordnance or material whatever. After paroling the officers and men of the two vessels he returned to the mouth of the river. On receiving the surrender of the Mary T. an inventory of everything on board was taken, which I have sent to you. I am now, in obedience to your order, holding a strict and careful survey on these vessels, and as soon as it is completed I shall start them to New Orleans, in company with the Lafayette and Choctaw, believing it will meet with your approval, as they are both in very bad condition and cannot be sent north. I have retained the Kenwood, and will send her to New Orleans with these vessels for the purpose of carrying the officers to Mound City who are detached. When the survey is completed I will send you the return in duplicate, showing the kind and quality of ordnance and ordnance stores, and all other naval supplies. Inventories will be taken without delay. I have ordered Lieutenant Commander Lull, Acting Volunteer Lieutenant John Swaney, and Acting Chief Engineer Robert Fate, to make the survey. I have ascertained from Red river pilots and well-informed citizens that all the torpedoes have been removed from Red river, and that the river is free of all obstructions of the kind, and that no danger need be apprehended in its navigation. General Herron does not consider it necessary to have more than one vessel in Red river at the present time, and in accordance with his wishes I have sent the Gamage to Alexandria, to remain there and co-operate with the army in any way that may be desired.

Lieutenant Commander Fitzhugh reports that he found no navy yard up Red river, nor did he find any provisions or property worth removing. He found two large marine pumps, (Lallie's,) one of which is now on board the Mary T.; the other is about forty miles above Alexandria, which I will send for as soon as practicable and send a duplicate of the survey, stating their value.

I have ordered Lieutenant Commander Fitzhugh, with the Ouachita, to Mound City, with orders on his arrival there to make a full and detailed report to you of all his proceedings in the surrender of the Missouri and the seizure of the Mary T., also the condition of the river above the falls.

Since I left this place to go to Cairo the river above the falls has fallen twelve or fifteen feet, and in a very short time will be navigable only by the smallest vessels.

On going up Red river I turned back about seventy miles below Shreve-

port on meeting Lieutenant Commander Fitzhugh, on his reports believing it useless to go further.

In conclusion let me say that I think Lieutenant Commander Fitzhugh executed your orders in a very prompt and efficient manner, and as well as any other officer could have done under the circumstances.

I am, sir, very respectfully, your obedient servant,

JAMES P. FOSTER,
Lieut. Commander, Com'dg 3d Division Miss. Squadron.

Acting Rear-Admiral S. P. Lee,
Com'dg Miss. Squadron.

Report of Lieutenant Commander W. E. Fitzhugh.

United States Steamer Ouachita,
Mound City, June 20, 1865.

Sir: In obedience to your order of May 28, 1865, directing me, in the absence of Lieutenant Commander J. P. Foster, to proceed up Red river and receive, in your name, the surrender of the persons and property found there belonging to the rebel navy, I entered the mouth of the Red river on the evening of June 1, 1865, in company with the steamer Ida May, convcying Major General Herron and staff. The United States steamers Benton and Fort Hindman preceded us by a few hours. The tug Fern accompanied the Ouachita, and Lieutenant Commander Lull was ordered to convoy the fleet of army steamers which were to follow by the United States steamers Lafayette, Gamage, and Little Rebel, and to send the Kenwood and Collier up the Washita river as far as Monroe. Owing to detention on the part of the Ida May we did not arrive at Alexandria till 8 p. m. June 2. I at once had an interview with Lieutenant Commander J. H. Carter, Confederate States navy, commanding the naval defences of the trans-Mississippi department, and arranged for the paroling of his command on the following morning, June 3, on board the Confederate States steamer Cotton. This having been accomplished, I received on the same day the surrender of the Confederate States steamer Missouri, took possession of her, and placing on board a crew from the United States steamer Ouachita, sent her to the mouth of Red river in company with the Ouachita, Lafayette, Benton, and Fern. Leaving the Fort Hindman anchored at Alexandria, below the falls, I ascended the river to Shreveport in the Gamage, allowing Lieutenant Commanding J. H. Carter, Confederate States navy, to precede me in the Cotton. Arriving at Shreveport on the morning of June 7, I paroled the remaining officers and men, and was then informed that the Cotton, although in the possession of the Confederate States navy, was not the property of the Confederate States government, but that it had been delivered back to its original owners. I seized her as a public vessel, and also took possession of a few articles at the navy storehouse. The Beauregard and the New Champion, formerly the pump-boat Champion, were found in possession of the Confederate States quartermaster department and were taken possession of by Major General Herron. Two pump-boats' pumps were found, one on board the Cotton and one on the bank forty miles above Alexandria, where we were obliged to leave it. As the river was falling very rapidly I left Shreveport for the mouth, on the morning of the 8th, on the Cotton, but made slow progress owing to the unsound condition of her wheels.

Some distance above Grand Ecore I met Lieutenant Commander J. P. Foster on the steamer Star. I then proceeded to the mouth of Red river with

the Cotton. Above Alexandria the country appeared to have been very little affected by the war; the people seemed to be very glad that the war was so nearly over.

I am, sir, very respectfully, your obedient servant,

W. E. FITZHUGH,
Lieutenant Commander U. S. Navy.

Acting Rear-Admiral S. P. LEE,
Com'dg Miss. Squadron.

POTOMAC FLOTILLA.

DESTRUCTION OF REBEL ARMY WAGONS AND SLOOP BUCKSKIN.

No. 196.] UNITED STATES STEAMER DON,
Potomac Flotilla, November 10, 1864.

SIR: I have the honor to inform the department that on the 7th instant Acting Master Tole, commanding United States steamer Anacostia, destroyed two rebel army wagons near Aquia creek, which were used to convey blockade goods from that place to Fredericksburg, Virginia, and on the 9th instant burned in Chopawamsic creek the sloop Buckskin, of Alexandria, which was captured about ten days since by guerillas while anchored in the creek engaged in getting wood.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

Destruction of rebel boats and scows in Coan river.

No. 221.] UNITED STATES STEAMER DON,
Potomac Flotilla, December 19, 1864.

SIR: Learning from the provost marshal of Baltimore that the enemy were massing boats on the Coan river for the purpose of making a raid on the bay, I sent the Cœur de Lion and Mercury thither on the 15th instant, under the command of Acting Master Morris, who found collected thirty-one large boats and two scows, all of which he destroyed.

The "home guards," in large force, made a show of resistance, but were quickly driven off.

A suit of schooner's sails were captured, which I shall use in the flotilla.

I have the honor to be your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES, *Secretary of the Navy.*

EXPEDITION TO CHOPTANK CREEK, UNDER ACTING ENSIGN McCONNELL.

UNITED STATES STEAMER DON,
Potomac Flotilla, March 5, 1865.

SIR: The provost marshal of Charles county, Maryland, having informed me that the rebels had secreted a large boat in one of the creeks on the opposite shore of the Potomac, for the purpose of making a raid into Mary-

land, I sent a force of seventy-five men, under the command of Acting Ensign McConnell, to Choptank creek on the 3d instant, and to Paspatansy creek on the 5th instant. On both occasions our men had a skirmish with some of Mosby's guerillas, driving them, without loss to us, about four miles into the interior; and in Paspatansy creek they discovered and destroyed the boat looked for, which Acting Ensign McConnell reports as a remarkably fine one, painted lead color, and capable of holding fifty men. It had recently been brought from Fredericksburg, and its row-locks carefully muffled for night service. Five boxes of tobacco were found near the boat, which I have distributed to the captors.

Acting Ensign McConnell, in conducting these expeditions, displayed energy and intelligence, and I earnestly hope that he may obtain the lieutenancy in the marine corps which he has applied for.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES, *Secretary of the Navy.*

SUCCESSFUL OPERATIONS AT JONES'S BLUFF.

UNITED STATES STEAMER DON,
Rappahannock River, March 6, 1865.

SIR: Learning that the rebels had a rifled field-piece on Jones's bluff, I directed Lieutenant Commander Eastman this morning at daylight to stand in and dislodge it; but as we approached within about two hundred yards of the bluff and threw in a broadside, the rebels ingloriously limbered up and fled, without having the politeness to return our fire.

I have the honor to be your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES, *Secretary of the Navy.*

CO-OPERATION WITH THE ARMY.—CAPTURE OF TOBACCO, COTTON, &c.

UNITED STATES STEAMER DON,
Potomac Flotilla, March 10, 1865.

SIR: I have the honor to inform the department that the army expedition, referred to in my communication of the 6th instant, returned on the afternoon of the 8th, after destroying at Hamilton crossing, near Fredericksburg, (according to the report of Acting Volunteer Lieutenant Commander Hooker,) the depot, railroad bridge, twenty-eight loaded cars, an army wagon train, and many miles of the railroad track; a large quantity of tobacco, several bales of cotton cloth, and thirty-eight mules were brought off, and thirty prisoners captured.

The Commodore Read and Yankee co-operated heartily with the army, and destroyed many boats on their way up the river.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES, *Secretary of the Navy.*

SUCCESSFUL OPERATIONS IN MATTOX CREEK, VA.

UNITED STATES STEAMER DON,
Potomac Flotilla, March 21, 1865.

SIR: I have the honor to enclose herewith a report of Lieutenant Commander Eastman, commanding this vessel, giving a very satisfactory account of operations conducted by him in Mattox creek, Virginia, on the 16th, 17th, and 18th instant.

I am, sir, very respectfully,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES, *Secretary of the Navy.*

Report of Lieutenant Commander T. H. Eastman.

UNITED STATES STEAMER DON, *March* 18, 1865.

SIR: In obedience to your verbal instructions of the 15th, I left St. Inigoes with the Stepping Stones, Heliotrope, and Resolute, at about 7 p. m. I entered Mattox creek, Virginia, at daylight, and on the 16th landed armed parties and examined all the houses in the vicinity and the creek on the left-hand side. The gunboats having grounded when we first entered, this part of the work was done by boats. About 2 o'clock I sent Acting Ensign Brice with 40 men on the south side of Mattox creek; he landed and found himself opposed by about 50 cavalry; he formed his men to receive their attack; while doing this 8 or 10 cavalry came down on his left flank, whom he drove off; the main portion on seeing this retired to the woods. Having by this time got the Stepping Stones afloat, I steamed in, drove the rebels out of sight, and then sent Acting Ensign Brice to examine the houses, which he did, finding six bales of tobacco and a quantity of smooth bore musket ball cartridges and caps. It being now near night, and the Heliotrope being still aground, I came out in order to wait until morning, and in coming out the Stepping Stones was grounded. The Heliotrope soon afterwards was afloat, and at 4 a. m. of the 17th came in, and I detailed her to assist the Stepping Stones, directing the commanding officer of the Stepping Stones to use every exertion to lighten his vessel, as I believed her to be hard aground, the wind having been blowing her on all the time. At 8 a. m. I sent the launch, with one smooth howitzer, Acting Ensign Sommers in charge, up the right prong of Mattox creek, marching up the shore myself with seventy sailors and marines. The creek was cleared, and the four boats found there were destroyed. I then returned to the Stepping Stones, sending the launch up the left prong of Mattox creek with orders to clear that creek, which Acting Ensign Sommers did most thoroughly. Destroyed three schooners, under a fire of musketry from three or four hundred rebels, which fire, in a few moments, cut away half of his oars, piercing the launch in many places, and cut the barrel off the musket which he was firing at the rebels. Only one man was struck, and he wounded but slightly. The crew of the boat were all black but two; and P. Mullen, boatswain's mate, of the United States steamer Don, and Aaron Anderson, landsman, (colored,) of the Wyandank, are reported to me by Acting Ensign Sommers as having assisted him gallantly—Mullen lying on his back while loading the howitzer, and then firing so carefully as to kill and wound many rebels, besides driving them all away, as was clearly seen from the other side of the creek, where our shore party were marching up. At 5 p. m. the point near to where the Stepping Stones was aground was fortified and held through the night. The force kept a careful watch all night. At daybreak the pickets were driven in, and we quickly formed to receive the

rebels, who were seen coming in two columns towards our lines, but after taking a good look at us retired as quickly as they came. Why I know not, unless they had hoped to surprise us, which they failed in doing. The officers and men, during this two days' hard duty, behaved in the best manner, and I was proud to be with such active, obedient men. Acting Ensign Brice was my executive officer, and I owe to him specially my thanks for his untiring zeal; and every other officer doing his duty so well, I recommend them favorably to your notice. I give here a statement of the force I had with me ashore and in the march.

From the United States steamer Don: Acting Ensign Brice, Acting Ensign Edmonds, Acting Ensign Halleck, Acting Ensign Hoar, Acting Ensign Eastman, Acting Third Assistant Engineer Bowie, Acting Master's Mate Beam, Captain's Clerk Lorigan, fifty-one sailors, fourteen marines.

From the United States steamer Stepping Stones: Acting Ensign Hartford, Acting Master's Mate Reed, and thirty sailors.

From the United States steamer Heliotrope: Acting Ensign Dyson, Acting Ensign Pines, and twenty sailors.

From the United States steamer Wyandank: Acting Ensign Sommers and twenty sailors.

During the night of the 17th Acting Ensigns Saunders and Cline and twenty-two men from the United States steamer Anacostia were brought on shore, in addition to the above-mentioned force. The only loss I have to report is one sabre bayonet, and the only casualties are T. Buckley, ordinary seaman, seriously wounded in the leg by an accidental thrust of a bayonet, and Robert Lee, landsman, slightly wounded while in the launch.

Respectfully,

T. H. EASTMAN,
Lieutenant Commander U. S. N., Com'dg U. S. Steamer Don.

Commander F. A. PARKER,
Commanding Potomac Flotilla.

ENGAGEMENT OF THE UNITED STATES STEAMER MORSE WITH A REBEL BATTERY IN THE RAPPAHANNOCK, NEAR FORT LOWRY.

UNITED STATES STEAMER DON,
Potomac Flotilla, March 31, 1865.

SIR: I have the honor to report, that on the 15th instant the United States steamer Morse, commanded by Acting Master G. W. Hyde, engaged, on the Rappahannock, near Fort Lowry, a rebel light battery, and, after an engagement of two hours, succeeded in driving it away.

The Morse, although struck several times, suffered no material damage, and not an officer nor man was hurt.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES, *Secretary of the Navy.*

COMPLIMENTARY LETTER TO COMMANDER FOXHALL A. PARKER.

NAVY DEPARTMENT, *July* 27, 1865.

SIR: The termination of the rebellion and the cessation of hostilities render it no longer necessary to maintain the Potomac flotilla, and you will, there-

fore, regard yourself as detached from its command on the 31st instant, and a leave of absence is granted you for one month from that date.

In relieving you from the command which you have conducted with ability and energy since December, 1863, the department takes occasion to express to you its appreciation of your services.

Respectfully,

G. WELLES, *Secretary of the Navy.*

Commander FOXHALL A. PARKER, U. S. N.,
Commanding Potomac Flotilla.

FAREWELL ORDER OF COMMANDER FOXHALL A. PARKER TO THE POTOMAC FLOTILLA.

UNITED STATES STEAMER DON,
Potomac Flotilla, July 31, 1865.

SIR: I have the honor to enclose herewith a general order this day issued to the squadron under my command, on my taking leave of it.

I am, sir, very respectfully, your obedient servant,

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

[General Order.]

OFFICERS AND MEN OF THE POTOMAC FLOTILLA: The war for the preservation of American liberty being at an end, the Potomac flotilla, which took its rise with it, and grew with its growth until it had become a fleet rather than a flotilla, this day happily ceases to exist. In taking leave of those with whom I have been so long associated, my heart is filled with varied emotions—with sorrow at parting, gladness that our beloved country no longer has need of us, and pride, just pride, that, when I reflect upon the past and remember the taking up of the torpedoes from the Rappahannock, with the destruction or capture of the whole rebel force engaged in placing them there, thereby making Fredericksburg a secure base of supplies for General Grant's vast army, the burning of the schooners at Mattox creek, under the severe musketry fire of the enemy, and the almost daily expeditions up the rivers, in the creeks, and through the marshes of the northern neck of Virginia—all requiring skill and nerve—I can truly say, "The Potomac flotilla has not been unmindful of the traditional honor and glory of the navy."

Your services, however eclipsed by the daring deeds of your more fortunate comrades-in-arms on other stations, have equally with theirs contributed to the suppression of the rebellion. And in discipline, in drill, in all the requirements, in short, of an organized force, I have not, in the course of a naval experience of twenty-eight (28) years, served in a squadron which excelled the one which for the last nineteen (19) months it has been my good fortune to command.

To those of you who are about to return to civil life I would say, render the same cheerful obedience to the civil that you have rendered to the naval law. Cast your votes, as good citizens, regularly and quietly at the polls; so keeping your hearts "with malice toward none, with charity for all," that after each Presidential election, whether it be with or against you, you may be enabled to respond heartily to our old navy toast: "The President of the United States: God bless him!"

And now may God be with you all. Farewell!

FOXHALL A. PARKER,
Commander, Commanding Potomac Flotilla.

UNITED STATES STEAMER DON, *July* 31, 1865.

PACIFIC SQUADRON.

CAPTURE OF PIRATICAL PARTY UNDER THE LEADERSHIP OF THOS. E. HOGG, REBEL NAVY.

Report of Acting Rear-Admiral George F. Pearson.

UNITED STATES FLAG-SHIP LANCASTER,
Panama Bay, November 12, 1864.

SIR: The commander of the American steamer Salvador having informed me that among the passengers expected to embark in his vessel on Thursday last were a number of desperate men who might obstruct the necessary inspection of the luggage, even while the Salvador was at her moorings, I promised him the assistance which he required.

I then ordered Commander Davenport, of this ship, to be on board the Salvador on her day for sailing, with a sufficient force to protect the officers and passengers of the Salvador from harm during the inspection of the luggage, as this was the only sure method of detecting the pirates, known to intend the capture of the Salvador, convert her into a piratical cruiser, and in her capture one or more of the fine steamers of the Pacific Mail Steamship Company. A copy of my orders to Commander Davenport I herewith enclose, marked A, together with his report to me, marked B.

It will be seen that he conducted the delicate matter committed to his charge most judiciously. For the further protection of the Salvador, at about the time of her departure I got this ship under way, followed by the Salvador, proceeded beyond the jurisdiction of the government of the United States of Colombia, and when there took on board the Lancaster seven of her piratical passengers, with loaded arms, powder and other munitions of war in their luggage, and bearing written proof of their nefarious intentions, and who doubtless would have been joined by others on board the Salvador to capture that vessel when a short distance from Panama.

These seven pirates, several of whom were to have been officers on board the captured vessel, I shall send to New York by the earliest conveyance. Their leader, Thomas E. Hogg, but who was captured under a different name, asserts that he is an acting master in the secession navy; and this is probably true, as among the valuable and singular papers taken from the party is a letter from Mr. Mallory, addressed to Acting Master Thomas E. Hogg, C. S. N., and directing him to do precisely that which he was attempting, and would doubtless have executed but for the timely information I received through Alexander R. McKee, esq., United States consul at Panama, from Mr. Savage, acting consul-general at Havana, and through the Navy Department from the same intelligent source.

I herewith forward to the department all the papers found on board the Salvador relative to this transaction, and the secession flag, which they had ready for hoisting when the capture was made. By one of these papers it will be seen that sixteen took the oath adopted in Havana for this special band of desperadoes, a number of whom were not in the Salvador, having been sent to different places to establish coal depots, and make other arrangements for the complete outfit of the Salvador when captured.

The witnesses in this case are the officers named in the report of Commander Davenport, Francis W. Rice, esq., United States consul at Aspinwall, and William Nelson, esq., who witnessed the whole transaction; and Alexander R. McKee, esq., United States consul at Panama, who witnessed the course pursued for preserving order on board the Salvador. The prisoners themselves, however, talk freely of their intention to capture the Salvador.

This abortive attempt upon our steamers will, I trust, prove a salutary lesson to those who otherwise would have been encouraged to similar attempts upon our commerce.

I am, sir, very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Com'dg Pacific Squadron.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

(A.)—*Instructions from Admiral Pearson to Commander H. K. Davenport.*

UNITED STATES FLAG-SHIP LANCASTER,
Panama Bay, November 9, 1864.

SIR: As the commander of the American steamer Salvador has stated to me that among his passengers for next Thursday are a number of desperate men, bent upon taking his vessel after leaving her moorings, and who might be uncontrollable by him even while there, you will go on board his vessel with a sufficient force, and in the event of a difficulty between him and any of his passengers you will protect him and them from harm. For the further protection of his vessel and passengers against these supposed pirates, I shall accompany the Salvador to sea in this ship, and should any be found on board, you will, when beyond the legal jurisdiction of the government of New Grenada, capture them and convey them to this ship in whatever manner may be necessary for their security.

"Hogg, the leader of these desperadoes, holds a commission in the rebel navy as master, is a native of Baltimore, and has been a resident of New Orleans. His executive officer is Bradshaw, who it is supposed has been a part owner and commander of one of the steamers of this line. The master's name is Edward J. Norville, of Mobile; Wm. Black, of New Orleans, purser; Edward Swain, of New Orleans, midshipman; Thomas Reynolds, of New Orleans, master's mate. The engineers are John Hiddle, (Smith is believed to be his proper name,) Timothy O'Grady and George March, (the last two named of New York,) and Thomas Grafton, quartermaster; Sullivan, Stoddard, Higgins and Robert Lyons, and several men, making the party consist of sixteen to twenty men. Hogg, the captain, is known under the name of Egenton and Esson."

I am, very respectfully, your obedient servant,

G. F. PEARSON,
Acting-Rear Admiral, Commanding Pacific Squadron.

Commander H. K. DAVENPORT,
Commanding U. S. Steamer Lancaster.

P. S.—The extract, as marked above, is a portion of the written information I have received concerning this plot to capture a steamer near this place. I do not believe that any commissioned officers are engaged in this foul transaction.

Very respectfully, your obedient servant,

G. F. PEARSON,
Acting Rear-Admiral, Commanding Pacific Squadron.

(B.)—*Report of Commander H. K. Davenport.*

UNITED STATES STEAMER LANCASTER,
Panama, November 12, 1864.

ADMIRAL: Your orders to me, of the 9th instant have been obeyed *verbatim et literatim.* This, under ordinary circumstances, would be sufficient, as the instructions given me were so perfectly clear, but as I presume you desire a report in detail, I beg leave to submit the following:

On the morning of the 10th instant I left this ship with four armed boats and went alongside of the Pacific Mail Steamship Company's steamer Sacramento, as had been previously agreed upon with the master of the steamer Salvador. I also arranged the boats so that they could not be seen from the Salvador, (at anchor near by,) but, unfortunately, the master of the tug, with seeming forgetfulness, ran round the Sacramento, and this gave the passengers an opportunity to discover us. However, if their suspicions were aroused, they took no advantage of it. After all were comfortably on board the Salvador, the signal which I had directed to be made was hoisted, and I was on board in one minute.

I had previously instructed the officers as to their course so soon as we should get on board the Salvador, and I am proud to say that my orders were most implicitly obeyed.

All the passengers had been assembled in the cabin by Captain Douglass, the commander of the Salvador, apparently with the view of examining their tickets, &c. This I had arranged with him some days previously.

Every officer and man went to the station I had assigned so soon as he was on board; by this I was enabled to capture papers of value, orders from Mr. Mallory, oath, distribution of shares of the prize, &c., &c. I had cautioned officers and men to seize every scrap of papers they might see.

After having examined the passengers, I informed them I was on board simply as a police officer to see that nothing was wrong; that they were under the protection of the government of New Granada, and that they were *perfectly free* to go whithersoever they pleased.

I ordered the captain to get under way as soon as possible and overhaul the Lancaster, which had gone to sea.

Having given all necessary orders (secretly,) I threw off all appearance of being an officer on board, on duty; conversed freely with everybody, and think, thereby, disarmed *"our friends"* of all suspicion. At daylight the next morning, being some twelve miles outside the territorial jurisdiction of New Granada, on the broad bosom of the Pacific ocean, I ordered the ensign to be hoisted, assembled all the passengers, and *then* informed them that, in virtue of my commission, being *now* under the American flag, I desired the pleasure of the company of several of them on board my ship.

The names and rank of the individuals are as follows, viz:

Thomas E. Hogg, acting master C. S. navy, commanding; E. A. Swain, acting master's mate and executive officer; John Hiddle, acting chief engineer; T. J. Grady, acting 1st assistant engineer; William L. Black, acting assistant paymaster; R. B. Lyon, sailing-master, and John Higgins, paymaster's clerk.

I beg leave to commend to your favorable consideration the conduct of the officers and men associated with me in this enterprise, *all* of whom did their *whole duty.*

The following is a list of the officers, viz:

Captain D. M. Cohen, U. S. marine corps; Lieutenant W. R. Bridgeman, U. S. navy; Mr. T. R. Proctor, (your secretary,) who volunteered as my aid, and Acting Master's Mate Brown.

I transmit all papers, documents, &c., to you, and, in conclusion, beg leave to thank you for the untrammelled manner with which you permitted me to manage the whole business, and thus carry out to a successful termination your views, wishes and instructions.

I am, sir, with the highest respect, your obedient servant,

H. K. DAVENPORT,
Commander U. S. N., Commanding Lancaster.

Acting Rear-Admiral G. F. PEARSON,
Commanding Pacific Squadron.

P. S.—I was much indebted to Mr. Wm. Nelson, commercial agent Pacific Railroad Company, for valuable information. I would also state that the United States consuls of Panama and Aspinwall were on board the Salvador.

Complimentary letter of the Secretary of the Navy.

NAVY DEPARTMENT, *December* 30, 1864.

SIR: The department received your several despatches announcing the capture of the piratical insurgents who embarked from Panama in the steamer Salvador, and whose ultimate object was the capture of the treasure ships and depredations upon our commerce in the Pacific. An earlier acknowledgment of them has been omitted in consequence of their having been transmitted to the Secretary of State for perusal and not yet returned.

It was very gratifying to the department to learn of your prompt measures to arrest the desperadoes, and the successful manner in which the object was accomplished under the immediate direction of Commander Davenport.

Great caution and prudence appears to have been displayed throughout the whole affair—in the preparations for capture, the quietness and success in accomplishing it, and in the final disposition of the prisoners under the embarrassing questions that arose.

To yourself, to Commander Davenport, and to those who accompanied him, the department returns its thanks.

Very respectfully, &c.,

GIDEON WELLES,
Secretary of the Navy.

Acting Rear-Admiral GEORGE F. PEARSON,
Com'dg Pacific Squadron, Panama, N. G.

Statement of vessels captured and destroyed for violation of the blockade or in battle, from May, 1861, to May, 1865, by reports received to the latter date.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1861.				
Schooner	A. J. Russell	Cotton	May 3	Hampton roads	Cumberland		
Ship	Argo	Tobacco.	May 14	....do	....do	New York	Released.
Schooner	Arcola	Corn, &c	May 22	....do	Minnesota	Baltimore	Do.
Schooner	Almira Ann	Timber	May 17	....do	....do		
Schooner	Aid		June 5	Mobile bay	Niagara		Taken by government.
Ship	Amelia	Assorted	June 18	Charleston	Wabash and Union	Philadelphia	Condemned.
Brig	Amy Warwick	Coffee.	June 10	Hampton roads	Minnesota	Boston	Do.
Sloop	Alena		June 15	Potomac river.	Mount Vernon	Washington	Do.
Schooner	Achilles	In ballast	June 17	Chandeleur island	Massachusetts	Key West	
Schooner	Ann Ryan	Timber	July 4	Galveston	South Carolina		Vessel burnt.
Brig	Alvarado		Aug. 6	St. Mary's river	Jamestown		Burnt.
Schooner	Abbie Bradford		Aug. 13	Mississippi river.	Powhatan	Philadelphia	
Schooner	Albion	Coffee, &c.	Aug. 16	Charleston	Roanoke and Seminole	....do	Condemned.
Schooner	Aigburth	Molasses.	Aug. 31	Lat. 30°, long. 80°	Jamestown	New York	Do.
Schooner	Aristides	None	Sept. 27	Key West.		Key West	Do.
Schooner	Alert	Salt, fruit, &c	Oct. 6	Charleston	Roanoke and Flag	Baltimore	Do.
Brig	Ariel		... do	....do	Vandalia	....do	
Brig	Ariel	Salt	Oct. 20	Wilmington, N. C.	Gemsbok	Philadelphia	Condemned.
Schooner	Argonaut		Sept. 13		Susquehanna		Released.
Schooner	Adeline	Coffee, sugar, &c	Nov. 17	Off Cape Carnaveral	Connecticut	Key West	Condemned.
Schooner	Albion	Assorted	Nov. 25	Coast of South Carolina.	Penguin and Alabama	New York	Do.
Ship	Admiral	Coal, salt, &c	Dec. 12	Tybee	Alabama	Philadelphia	Do.
Steamer	Anna	Rosin, turpentine, &c	Nov. 22	Mississippi sound	New London and R. R. Cuyler.	New York	Do.
Schooner	A. J. View	Turpentine and tar	... do	....do	....do	....do	Do.
Sloop	Advocate	None	Dec. 1	....do	New London, &c	....do	Do.
			1862.				
Schooner	Anna Smith	Turpentine and rosin	Jan. 10	Cedar Keys	Hatteras		Destroyed.
Schooner	Arrow	Salt, &c.	Feb. 25	St. John's, Florida	Bienville and Mohican	Philadelphia	
Sloop	Atlanta			West coast of Florida	Ethan Allen		
Yacht	America	None	March.	East coast of Florida	Ottawa, &c		Taken by government.
Steamer	Albemarle		Mar. 14	Newbern, N. C.	Rowan's expedition		Transferred to army.
Schooner	A. H. Partridge	Rosin and shingles.	... do	....do	....do	New York	
Schooner	Alphonsina						
Schooner	Anna Belle	Coffee, spirits, &c	March.	Cape Blass	Pursuit	Key West	Condemned.
Schooner	Alert	Assorted	Feb. 26	St. John's, Florida.	Bienville	Philadelphia	Do.
Schooner	Active	Salt and coffee	April 26	Stono, South Carolina	Flambeau	....do	Do.
Steamer	Alfred Robb.		April 19	Florence, Alabama	Tyler		Taken by government.
Ship	Alliance.	Assorted	April 26	Captured at Fort Macon.	Daylight and Chippewa	New York	Condemned.
Schooner	Albert.	Soap, salt, &c.	May 1	Charleston	Huron	....do	Do.
Sloop	Annie.	Cotton	April 29	Gulf of Mexico	Kanawha	....do	Do.
Steamer	Alice	Bacon	May 14	Roanoke river	Perry, Lockwood, and Ceres		Transferred to army.

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	Actor	Machinery	Mar. 6	Pamlico river, N. C	Ceres	New York	Vessel sunk; subsequently raised by private parties.
Schooner	Andromeda	Cotton, &c	May 26	Mural, Cuba	Pursuit	Key West	Condemned.
Schooner	Agnes H. Ward	....do	June 1	Coast of South Carolina.	Northern Light	New York	Do.
Schooner	American Coaster	None	June 7	Pamunkey river	Currituck	Washington	Do.
Schooner	Agnes	Cotton, &c	July 16		Huntsville	Key West	Do.
Schooner	Aquilla	Turpentine	Aug. 4	Charleston	Huron	Philadelphia	Do.
Steamer	Adela		July 7	Bahamas	Quaker City and Huntsville	Key West	Do.
Steamer	Ann	Arms and ammunition	June 19	Mobile	Susquehanna and Kanawha	New York	Do.
Schooner	Albemarle		Mar. 25	Pungo river, N. C	Delaware	....do	Do.
Sloop	America	None	April 10	Newtogan creek, N. C	Commodore Perry, &c	....do	Do.
Schooner	Anna Sophia	Assorted	Aug. 27	Gulf of Mexico	R. R. Cuyler	....do	Do.
Schooner	Arctic			Potomac river	Freeborn		Burnt.
Schooner	Agnes		Sept. 25	St. Andrew's sound, Ga.	Florida	Philadelphia	
Sloop	Ann Squires	Assorted	Oct. 1	Wicomico bay	William Bacon	Washington	Condemned.
Tug	Anglo American		Aug. 26	Mississippi river	Essex		Released.
Ram	Arkansas			....do	....do		Destroyed.
Schooner	Adventure	Rope, &c	Oct. 1	Pensacola	Kensington, &c	Key West	Condemned.
Steamer	A. B		Aug. 15	Corpus Christi	Arthur		Burnt by rebels.
Schooner	Annie Dees	Turpentine, &c	Nov. 7	Charleston	Seneca	New York	Taken for use of gov't.
Schooner	Adelaide		Oct. 21	Sounds of N. Carolina	Ellis		Burnt.
Steamer	Anglia	Drugs, &c	Oct. 24	Bull's bay	Flag and Restless	New York	Condemned.
Schooner	Ariel	Assorted	Nov. 15	Lat. 24°, long. 83°	Huntsville	Key West	Do.
Schooner	Agnes	None	Nov. 24	Indian river	Sagamore	....do	Do.
Schooner	Alicia	Cotton	Dec. 10	....do	....do	....do	Do.
Schooner	Ariel	Salt	Nov. 18	Shallotte inlet, N. C	Monticello		Destroyed.
Schooner	Ann Maria	....do	....do	....do	....do		Do.
Sloop	Ann	Salt, &c	Dec. 30	Jupiter inlet	Gem of the Sea		Vessel destroyed.
			1863.				
Sloop	Avenger	Coffee, salt, &c	Jan. 5	....do	Sagamore	Key West	Condemned.
Steamer	Antona	Munitions of war	Jan. 6	Cape St. Blas	Pocahontas	New York	Taken for use of gov't.
Steamer	A. W. Baker		Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	A. W. Thompson	Sutler's stores	Feb. 28	Piney Point	Wyandank	Washington	
Boat	Alligator		Feb. 8	Caloosahatchie river	Julia	Key West	Condemned.
Schooner	Avon	Salt	Feb. 14	Abaco	Tioga	....do	
Schooner	Annie	....do	Feb. 25	Wilmington	State of Georgia	New York	Do.
Brig	Atlantic		Mar. 15	Havana	Sonoma		Restored.
Steamer	Aries	Dry goods, &c	Mar. 28	Bull's Bay, S. Carolina	Stettin	Boston	Condemned.
Schooner	Antelope		Mar. 31	Charleston	Memphis	New York	Do.
Schooner	Agnes	Cotton	....do	Tortugas	Two Sisters	Key West	
Sloop	Aurelia	....do	Mar. 23	Mosquito inlet	Arizona	Philadelphia	Do.
Schooner	Anna	Coffee, salt, &c	Feb. 26	Suwanee river	Fort Henry	Key West	
Schooner	Ascension		April 14	Havana	Huntsville	....do	

Schooner	Annie B.	Cotton	April 17	Lat. 27°, long. 83°	Wanderer	....do	
Schooner	Alabama	Brandy, &c	April 18	Lat. 29°, long. —°	Susquehanna	....do	
Schooner	A. Carson	Assorted	April 24	Chesapeake bay	W. World and S. Rotan	Washington	Released.
Schooner	Alma	....do	May 8		Perry	Boston	Condemned.
Schooner	Amelia	Cotton	...do	Charleston	Flag, Canandaigua, Wamsutta.	Philadelphia	
Sloop	Angelina	....do	May 16	At sea	Courier	New York	Do.
Schooner	A. J. Hodge	Assorted	May 13	Lat. 28°, long. 86°	Huntsville	Key West	
Ram	Arkansas		May 20	Yazoo city	Yazoo Pass expedition		Burnt.
Steamer	Argo		...do	....do	....do		Destroyed.
Iron-clad, rebel	Atlanta		June 17	Savannah	Weehawken and Nahant		Taken by government.
Schooner	Anna Maria	Cotton	June 28	Steinhathee river	Fort Henry	Key West	
Schooner	Arctic	None	May 28	Great Yiocomico	Satellite		Destroyed.
Schooner	Ann	Cotton	July 6	Charlotte Harbor, Fla	Restless	Key West	
Schooner	Artist	Drugs, &c	Aug. 15	Lat. 28°, long. 95°	Bermuda		
Brig	Atlantic		Aug. 10	Rio Grande	Princess Royal		Recaptured by her crew.
Steamer	Alice Vivian	Cotton	Aug. 16	Gulf of Mexico	De Soto	Key West	
Schooner	Ann	Assorted	Aug. 8	Gilbert's bar	Sagamore	....do	
Steamer	Alonzo Childs				Mississippi squadron	Springfield	Taken into naval service.
Steamer	Arabian		Sept. 15	New inlet, N. Carolina	Shenandoah		Wrecked.
Brig	Atlantic		Aug. 14	Off the Rio Grande			
Steamer	Alabama	Assorted	Sept. 12	Chandeleur island	Eugenie		
Steamer	Argus		Oct. 7	Red river	Black Hawk		Burnt.
Boat	Alice		July 13		Fort Henry	Key West	
Schooner	Arctic		Nov. 15	At sea	Ladona	Washington	Condemned.
Schooner	Anita	Cotton	Oct. 27	At sea	Granite City	New Orleans	Do.
English schooner	Amelia Ann	Assorted	Nov. —	Brazos Santiago	....do		
Schooner	Albert, or Wenona	....do	Nov. 30	Off Mobile	Kanawha	New Orleans	
British schooner	Antoinette		Dec. 8	Cumberland beach	Braziliera		Destroyed.
Steamer	Antonica		Dec. 20 1864.	Off Wilmington	Gov. Buckingham		Run ashore.
Sloop	Annie Thompson	Assorted	Jan. 16	St. Catherine's sound	Fernandina	Port Royal	
Schooner	Arletta, or Martha	Coffee	Mar. 3	Off Tybee island			Vessel des'd; cargo saved.
Steamer	Alliance	Assorted	April 12	Off Savannah	S. Carolina, T. A. Ward	Boston	Condemned.
Mexican schooner	Alma	....do	April 19	Coast of Texas	Virginia	New Orleans	Do.
Schooner	Amanda	....do	May 14	Off Espiritu Santo Pass.	Kanawha	....do	
Schooner	Agnes		May 3	Off Velasco, Texas	Chocura	....do	Condemned.
Schooner	Ann C. Davenport	Lumber	May 12	Alligator river	Ceres and Rockland		
Steamer	Arrow	Cotton and tobacco	July 28	Gatesville, N. C	Naval and army capture		
Steamer	A. D. Vance	Cotton	Sept. 10	At sea	Santiago de Cuba	Boston	
Steamer	Annie	Cotton, &c	Oct. 31	Off New inlet	Kansas, &c		
Schooner	Annie Virden	Cotton	Oct. 5	Off Valasco	Mobile	New Orleans	
Steamer	Annie		Oct. 7	Near Cape Fear	Aster		Chased ashore and destr'd.
Schooner	Ann Louisa		Sept. 6	Lat. 26° 30′ N.; long., 89° 30′ W.	Proteus	Key West	
Rebel ram	Albemarle			Roanoke river	Torpedo boat		Blown up by expedition under Lieut. Cushing.
Rebel steamer	Alabama	Armed vessel	June 19	Off Cherbourg, France.	Kearsarge		Sunk by Kearsarge's fire.
Schooner	Albert Edward	Cotton	Oct. 31	Lat. 27° N.; long. 94° W.	Katahdin	New Orleans	
Steamer	Armstrong	Cotton, &c	Dec. 4	Lat. 32° N.; long. 77° W.	R. R. Cuyler and others		
Schooner	Alabama	Assorted	Dec. 7 1865.	Off St. Louis Pass	Princess Royal and Chocura	New Orleans	
Schooner	Augusta	Assorted	Jan. 17	Suwanee river, Fla	Honeysuckle	Key West	

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1865.				
Steamer	Amazon	Cotton	Mar. 2	Savannah river	Pontiac		Cargo sent north in the Massachusetts.
Schooner	Annie Sophia	do	Feb. 7	Galveston Bay	Bienville and Princess Royal		
Rebel schooner	Anna Dale	Ammunition, &c	Feb. 18	Pass Cavallo	Panola		Destroyed.
Sloop	Annie	Cotton	April 11	Chrystal river, Fla	Sea Bird	Key West	Vessel destroyed. Cargo sent to Key West.
			1861.				
Schooner	Belle Conway	Tobacco	May 15	Hampton roads	Minnesota		
Schooner	Brilliante	Flour	June 23	Mississippi sound	Massachusetts	Key West	Condemned.
Schooner	Basilde	Salt and oats	do	do	do	do	
Schooner	Brunette	Iron and vitriol	July 16	Coast of Maryland	Potomac flotilla		Released.
Schooner	Baltimore	Salt and sugar	Sept. 29	Hatteras inlet	Susquehanna	New York	
Schooner	Beverly		Oct. 3		Gemsbok	Baltimore	Condemned.
Schooner	Bachelor			Potomac river	Potomac flotilla		Restored.
Schooner	Buena Vista	Assorted	July 17	do	Resolute	Washington	Released.
Schooner	Beauregard	None	Nov. 13	Bahama channel	W. G. Anderson	Key West	Condemned.
Brig	B. F. Martin		July 28	Hatteras	Union		Destroyed.
Sloop	Blooming Youth		Dec. 18	Alexandria, Virginia	Perry	Washington	
			1862.				
Schooner	Black Warrior		Feb. —	Elizabeth City	Rowan's expedition		
Schooner	British Queen	Salt and coffee	Mar. 1	Wilmington	M unt Vernon	Philadelphia	Condemned.
Steamer	Bermuda	Powder, &c	April 27	Hole-in-Wall	Mercedita	do	
Schooner	Belle	Salt, &c	April 26	Charleston	Uncas	New York	Do.
Schooner	British Empire	Provisions, &c		Maratanzas inlet	Isaac Smith	do	Do.
Schooner	Baigorry	Cotton	June 9	Lat. 23°, long. 83°	Bainbridge	Key West	Do.
Sloop	Beauregard	Lumber		Coast of Texas	Rachel Seaman		
Sloop	Blossom	Wheat	Aug. 12	Potomac river	Reliance	Washington	
Schooner	Breaker	None	do	Coast of Texas	Arthur		
Sloop	Bellefont		Feb. —	do	do		Recaptured by rebels.
Sloop	Belle Italia	None	July 10	do	do		
Schooner	Brilliant	Salt	Nov. 3	New Topsail inlet	Daylight	Philadelphia	
Schooner	By George	Coffee, salt, &c	Dec. 1	Indian river	Sagamore	Key West	Condemned.
			1863.				
Steamer	Bloomer		Jan. 1	Pensacola	Naval and army capture		
Schooner	Brave		Jan. 15		Octorara	Key West	Do.
Steamer	Burton		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $13,000.
Steamer	Berwick Bay	Sugar, cotton, &c	Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	Belle	Coffee, salt, &c	Feb. 23	Sapelo sound	Potomska	New York	
Schooner	Brothers	Assorted	Mar. 22	Abaco	Tioga	Key West	
Schooner	Bangor		Mar. 25		Fort Henry	do	
Sloop	Bright	Cotton	April 24	Gulf of Mexico	De Soto	do	
Sloop	Blazer	do	May 27	Lat. 26°, long. 96°	Brooklyn	do	

Steamer	Britannia	....do	June 25	Lat. 25°, long. 74°	Santiago de Cuba	Boston	Condemned.
Ship	Banshee		July 29	New Inlet	Niphon	....do	Restored.
Schooner	Bettie Cratzer	None	June 23	Coast of North Carolina	Flambeau	Philadelphia	
Sloop	Blue Belle	Sugar, &c	July 2	Sabine Pass	Cayuga	Key West	
Boat	Buckshot		Aug. 7		San Jacinto	....do	
Steamer	Banshee	Assorted	Nov. 21	....do	Grand Gulf and Fulton	New York	Condemned.
Schooner	Bigelow	None	Dec. 16	Bear inlet	Not known		Scuttled.
			1864.				
Steamer	Bendigo		Jan. 3	Off Wilmington	Blockading squadron		Burnt.
Sloop	Buffalo	Cotton	Feb. 1	St. Andrew's sound, Ga.	Braziliera		Lost on Ossabaw island, March 22, 1864.
Steamer	Bombshell		May 5	Off Plymouth, N. C.	Mattabesett and others	New York	
Steamer	Boston	Assorted	July 8	Off Wilmington	Fort Jackson	Boston	Condemned.
Steamer	Bat	Machinery	Oct. 10	....do	Montgomery, &c		
Schooner	Badger	Cotton	Nov. 6	St. George's Sound, Fla.	Adela	Key West	
Steamer	Beatrice		Nov. 27	Off Charleston, S. C.	Picket boats		Run ashore and destroyed.
Schooner	Belle	Cotton	Dec. 27	Galveston, Texas	Virginia	New Orleans	
			1865.				
Steamer	Blenheim	Assorted	Jan. 24	Cape Fear river	North Atlantic squadron	New York	
Schooner	Ben Willis	Cotton	Feb. 2	Lat. 28° N., long. 92° W.	Panola	New Orleans	
Gunboat	Beaufort	Ammunition, &c	Mar. —	Richmond, Va	Part of N. Atlantic squadron		Taken for use of the navy. Mounts one gun.
Rebel steamer	Baltic	....do	May 10	Tombigbee river	Part of West Gulf squadron		
Rebel steamer	Black Diamond	....do	...do	....do	....do		
			1861.				
Schooner	Cecilia		Sept. 24		Dart		
Schooner	Cambria	Coal	April 23	Hampton roads	Cumberland		
Schooner	Carrie	....do	May 2	....do	....do		
Schooner	Crenshaw	Tobacco	May 17	....do	Minnesota	New York	Condemned.
Schooner	Catherine		May 27	....do	....do	Washington	Released.
Schooner	Caroline	General	July 5	Galveston	South Carolina		
Schooner	C. P. Knapp		Aug. 8		....Santee		Restored.
Sloop	Charles Henry	Fish	April 7	Chandeleur island	Massachusetts		
Schooner	Col. Long	Assorted	Sept. 4	At sea	Jamestown		
Schooner	Cheshire	Blankets, &c	Dec. 6	Savannah	Flag, Seneca, Pocahontas, Augusta, and Savannah.	New York	Condemned.
Schooner	Charity	Assorted	Dec. 15	Hatteras inlet	Stars and Stripes		Wrecked on Long island.
Schooner	Captain Spedden	Lumber	Dec. 31	Biloxi	Harry Lewis, Water-Witch, and New London.		Transferred to Gen. Butler.
			1862.				
Steamer	Calhoun	Powder, rifles, &c	Jan. 23	Southwest Pass	Colorado, Rachel Seaman, and tender of Samuel Rotan.	Philadelphia	Condemned.
Steamer	Curlew		Feb. —	Roanoke island	Rowan's expedition		Destroyed.
Sloop	Caroline		Mar. —	West coast of Florida	Ethan Allen		Sunk.
Schooner	Cora	Cotton	...do	Lat. 26°, long. 84°	Panola	Key West	Condemned.
Schooner	Clifton		Mar. 14	Newbern	Rowan's expedition	New York	
Sloop	Coquette	Assorted	April 3	Charleston bar	Susquehanna	Philadelphia	
Pilot boat	Cygnet		April 2	Apalachicola	Mercedita and Sagamore		Burnt.
Schooner	Columbia	Cotton	April 5	Coast of Texas	Montgomery		Destroyed.
Schooner	Charlotte	....do	April 10	Mobile	Kanawha	Boston	Condemned.
Schooner	Cuba	Powder, &c	...do	....do	....do	....do	Do.
Steamer	Circassian	Assorted	May 4	Coast of Cuba	Somerset	Key West	Do.

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Steamer	Constitution		May 22	Lockwood's Folly inlet.	Mount Vernon, Victoria, and State of Georgia.		Released.
Steamer	Cambria	Rifles, drugs, &c	May 26	Charleston	Huron	Philadelphia	Condemned.
		Cotton, 45 bales		At sea	Arletta and Dan	New York	
Schooner	Cora	Salt	May 31	Charleston	Keystone State	Philadelphia	Do.
Gunboat	Corypheus		May 13	Bayou Bonfouca	Calhoun	Key West	
Steamer	Clara Dolson				Mound City		Taken by government.
Schooner	Catalina	Cotton	June 20	Charleston	Alabama and Flambeau	Philadelphia	Condemned.
Schooner	Curlew	Dry goods, &c	June 16	Cedar Keys	Somerset	Key West	Do.
Schooner	Chance	Salt	June 28	Warsaw Sound	Braziliera	Philadelphia	Do.
		Cotton, 30 bales	Mar. 14	Sounds of N. Carolina	Naval expedition	do	Do.
Schooner	Caroline Virginia	None	do	Newbern	Rowan's expedition	do	Do.
Schooner	Comet	None	April 10	Newtogan creek, N. C.	Commodore Perry and others	New York	Do.
		Cotton, 52 bales	July 9	Coast of Texas	Arthur	do	
Propeller	Columbia	Cannon, rifles, &c	Aug. 3	Lat. 28°, long. 76°	Santiago de Cuba	Key West	Do.
Schooner	Corelia	Assorted	Aug. 23	Lat. 23°, long. 84°	James S. Chambers	do	Do.
Schooner	Chapel Point		Sept. 20	Potomac river	Jacob Bell		
Schooner	Conchita		Oct. —	Coast of Texas	Crocker's expedition		Burnt.
Steamer	Carolina	Munitions of war	Oct. 28	Lat. 29°, long. 87°	Montgomery	Philadelphia	
Sloop	Capitola	None	Nov. 8	Glymont, Maryland	Resolute		
Sloop	Caperton		do		do	Washington	
Schooner	Corse	Drugs, &c	Nov. 11	Sabine Pass	Velocity, Dan, Kensington, and Rachel Seaman.	Key West	Condemned.
Schooner	Courier	Salt, coffee, &c	Dec. 22	Lat. 24°, long. 83°	Huntsville	do	Do.
Brig	Comet	Assorted	Dec. 26	Abaco	Santiago de Cuba	do	
Schooner	Carmita	do	Dec. 27	Marquesas keys	Magnolia	do	Do.
			1863.				
Ship	C. A. Farwell		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $36,000.
		Coal, 16,000 tons	do	do	do		Appraised at $320,000.
Steamer	Ceres		do	do	do		Appraised at $17,500.
Schooner	Chatham		Feb. 27	Alexandria, Virginia	Adolf Hugel	Washington	Released.
Steamer	Curlew		Feb. 28		New Era		
Schooner	Charm	Cotton	Feb. 23	Indian river	Gem of the Sea	Key West	Condemned.
Schooner	C. W. Worrell		Feb. 24		Wyandank		Released.
Schooner	Clara	General	Mar. 25	Mobile	Kanawha	Key West	
		Cotton, 179 bales	Mar. 30	Deer creek	Mississippi squadron	Cairo	
Schooner	Clyde	Cotton, &c	April 14	Campeachy bank	Sonoma	Key West	
Sloop	Crotilda	Cotton	April 16	Lat. 28°, long. 80°	McClellan	do	

Steamer	Cherokee	....do	May 7	Charleston bar	Canandaigua and Flag	Boston	Condemned.
		Cotton, 12 bales, 2 bags, and 1 crate.	April 20	Apalachicola	Port Royal		
Steamer	Cuba		May 17	Lat. 28°, long. 87°	De Soto		Burnt.
Brigantine	Comet	Assorted	May 15	Fort Morgan	Kanawha		
Boat	Crazy Jane	Cotton, &c	May 8	Tampa bay, Florida	Tahoma	Key West	
Sloop	C. Routerean	....do	May 16	Charleston	S. Atlantic blockad'g squadron	Philadelphia	Condemned.
Schooner	Clarita	Assorted	April 26	Lat. 26°, long. 83°	De Soto	Key West	
Steamer	Calypso	....do	June 11	Wilmington	Florida	Philadelphia	Do.
		Cotton, 57 bales	June 1	Crystal river	Fort Henry and Beauregard	Key West	
		Cotton, 39 bales	June 3	.....do	....do	....do	
		Cotton, 52½ bales	June 21	At sea	Octorara and Tioga	Boston	
		Cotton, 22 bales	June 19		Fort Henry	Key West	
		Cotton, 138 bales	July 26		Hendrick Hudson	....do	
		Cotton, 116 bales	July 11		De Soto	....do	
		Cotton, 5 bales	Aug. 7		San Jacinto	....do	
		Cotton, 15 bales	July 29		Port Royal	....do	
		Cotton, 5 bales				Springfield	
		Cotton, 17 bales				....do	
		Cotton, 54 bales				....do	
		Cotton, 50 pounds				....do	
		Cotton, 13 bales	April 20		Port Royal	Key West	
		Cotton, 12 bales	July —	Near Apalachicola	....do		Condemned.
		Cotton, 14 bags	July —	.....do	....do		Do.
		Cotton, 64 bales, &c	July —	St. Joseph's bay	J. L. Davis	Key West	
		Cotton, 150 bales	Dec. —	Mississippi sqnadron	Osage		
		Cotton, 18 bales	Dec. —	....do	....do		
Steamer	Charleston		July 11	Wilmington	Seminole	Philadelphia	Do.
Schooner	Cassandra	Whiskey, &c	...do	Rappahannock river	Yankee	Washington	
Sloop	Clara Ann	....do	Aug. 1	Cone river	....do	....do	
Sloop	Clotilda	Cotton	July 26	Mosquito inlet	Sagamore, &c	Key West	
		Cotton, 22 bales	July 17	Wacassassa river	Fort Henry	....do	
		Cotton, 138½ bales	do. 19–26	Cape San Blas	Hendrick Hudson	....do	
Steamer	Cronstadt	Cotton, &c	Aug. 16	Lat. 27°, long 76°	Rhode Island	Boston	Do.
Schooner	Carmita	Cotton	Aug. 14	Lat. 26°, long. 95°	Bermuda	Key West	
Sloop	Clara Louisa	Whiskey, &c	Aug. 8	Indian River inlet	Sagamore	....do	
		Cotton, several lots			Mississippi squadron	Cairo	
Schooner	Charmer		July 26	Mosquito inlet	Sagamore, &c	Key West	
Steamer	Cornubia		Nov. 8	Off New Inlet	Jas. Adger and Niphon	Boston	
Steamer	Chatham	Cotton	Dec. 16	Doboy sound	Huron		
English steamer	Ceres		Dec. 6	Cape Fear river	Connecticut and others	Washington, D.C	
Schooner	Caroline	Cotton	Dec. 28	Oclockney river, Fla	Stars and Stripes		Destroyed.
Schooner	Concordia		Oct. 5 1864.	Calcasieu Pass	Granite City		Do.
Sloop	Caroline	Salt, &c	Jan. 18	Jupiter inlet	Roebuck	Key West	
		Cotton, 50 bales	Jan. 6	At sea	Vanderbilt		Thrown overboard from chased steamer.
		Cotton, 67 bales	Feb. 26	Suwanee river, Fla	Clyde	Key West	
		Cotton, 2,129 bales			Mississippi squadron	Springfield	Partly condemned.
		Molasses, 28 barrels			.....do	....do	Condemned.
		Cotton, 450 bales	Feb. —	Port Pemberton	Expedition up Yazoo		
Steamer	Cumberland	Assorted	Feb. 5	At sea	De Soto	Key West	

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1864.				
Schooner	Camilla	Cotton	Feb. 29	San Luis Pass	Virginia	New Orleans	
Sloop	Cassie Holt	----	...do	....do	....do	----	Destroyed.
Steamer	Caledonia	----	May 30	At sea	Massachusetts and Keystone State.	----	
Sloop	Caroline	----	June 10	Jupiter inlet	Union	Key West	
Sloop	Cyclops	Cotton	June 12	Off Charleston	Flag	Philadelphia	
Schooner	Coquette	----	Oct. 26	Potomac river	Adolph Hugel	----	
Steamer	Condor	----	Oct. 1	----	----	----	Chased ashore
Steamer	Constance	----	Oct. 5	Off Charleston	----	----	Driven ashore and totally wrecked.
		Cotton, 78 bales and 2 half bales.	May 31	At sea	Vicksburg	Boston	
		Cotton, 109 bales	April 23	Suwanee river	Sagamore	Key West	
		Cotton, 88 bales	June 4	Off Cape Lookout	Keystone State	Philadelphia	
		Cotton, 34 bags	June 14	Wacassassa river	J. S. Chambers and Clyde	----	
		Cotton, 27 bales	June 20	....do	.....do	----	
		Cotton, 40 bales	June 26	At sea	Quaker City	New York	
		Cotton, 4 bales and 152 bags.	July 7	....do	Fort Jackson	Philadelphia	
		Cotton, 94 bales	...do	Suwanee river	Sagamore and Clyde	----	
		Cotton, 90 bales	July 11	At sea	Connecticut	Philadelphia	
		Cotton, 2 bales	July 13	....do	Massachusetts	----	
		Cotton, 161 bales and 3 half bales.	July 26	....do	Keystone State	Philadelphia	
		Cotton, 90 bales	July 28	Gatesville, N. C.	Whitehead	----	Joint army and navy expedition.
		Cotton, 82 bales	July --	At sea	Aries	----	
		Cotton, 235 bales	Aug. 7	....do	Keystone State	Philadelphia	
		Cotton, 12 bags	Aug. 8	....do	.....do	....do	
		Cotton, 43 bales and 3,500 pounds loose.	Aug. 7	....do	Santiago de Cuba	....do	
		Cotton, 30 bales	Aug. 10	....do	Monticello	----	
		Cotton, 30 bales	...do	....do	Gettysburg	----	
		Cotton, 12,000lbs. good, 1,200 lbs. pickings	...do	....do	Monticello and Mount Vernon	Philadelphia	
		Cotton, 22 bales and 2 bags.	...do	Lat. 33° 9′ N.; long. 76° 36° W.	Mount Vernon	Boston	
		Cotton, 23 bales	Aug. 13	Off Beaufort	....do	----	Condemned
		Cotton, 42 bales and 11 bags.	Aug. 24	Suwanee river	Clyde	Key West	
		Cotton, 80 bales	Aug. 25	At sea	Keystone State, Gettysburg	Philadelphia	

		Cotton, 52 bales	Aug. —	....do	R. R. Cuyler		
		Cotton, 83 bales	Sept. 9	Off Galveston	Sciota	New Orleans	
		Cotton, 81 bales	Sept. 11	Off Velasco	Augusta Dinsmore	....do	
		Cotton, 38 bales	Sept. 13	Gulf of Mexico	Aroostook	....do	
		Cotton, 4 bales	Sept. 30	Albemarle sound	Wyalusing		
		Cotton, 4,000 or 5,000 pounds.	Sept. 16	Yellow Bluff, Florida	Hendrick Hudson	New Orleans	
		Cotton, 5 bales	Mar. 13	Up St. John's river	Pawnee and others		
		Cotton, 93 bales	Mar. 14	....do	.... do		
Schooner	Cora Smyser	Assorted	Oct. 28	Off Velasco, Texas	Sciota and Chocura	New Orleans	
Schooner	Carrie Mair		Nov. 30	Pass Caballo, Texas	Itasca	....do	
		Cotton, 133 bales	Dec. 5	Lat. 32° N., long. 77° W.	Gettysburg and others		
		Cotton, 27 bales	..do..	At sea	Mackinaw	New York	Sent to N. Y. per steamer Newbern.
Schooner	Cora	Cotton	Dec. 19 1865.	Off Galveston island	Princess Royal	New Orleans	
		Cotton, 14 bales	Jan. 5	Lat. 33° N., long. 75° W.	Horace Beals	New York	
Steamer	Charlotte	Arms, blankets, &c.	Jan. 19	Cape Fear river	Malvern and others	....do	
Schooner	Coquette	Cotton	Jan. 26	Combahee river, S. C.	Dai-Ching and Clover		Vessel unseaworthy
Steamer	Celt	Cotton		Stranded on Sullivan's island		Philadelphia	Cotton sent to Philadelphia.
Schooner	Comus	Cotton	Mar. 31	Lat. 23° N., long. 83° W.	Iuka	Key West	
Sloop	Catherine Coombs	Whiskey, &c.	Feb. 27	Yorktown, Va	Crusader	Washington	
Steamer	Cora	Lumber	Mar. 24	Near Brazos de St. Iago	Quaker City		Vessel unseaworthy.
		Cotton, 5 bales	April 27	Mississippi river	Huntress		Turned over to the surveyor of customs at Memphis, Tenn.
		Cotton, 50 bales	April 20	Off Galveston, Texas	Gertrude	New Orleans	
Schooner	Chaos	Cotton	April 21	....do	Cornubia	....do	
		Cotton, 140 bales	April 19	....do	Cornubia and Gertrude		
Steamer	Cotton Plant			Roanoke river	Boat expedition	Philadelphia	
		Cotton, 99 bales		....do	....do	....do	
Rebel iron-clad	Columbia		1861.	Charleston, S. C			
Schooner	Dorothy Haines	Hay	May 11	Hampton roads	Cumberland		
Schooner	Delaware Farmer	Tobacco	May 14	....do	....do	Philadelphia	Released.
Schooner	Dart	None	July 4	Galveston	South Carolina		Taken by government.
H. brig	Delta	Salt	Oct. 27	....do	Santee	New York	Condemned.
Schooner	Delight		Dec. 9 1862.	Mississippi sound	New London		Taken by government.
Sloop	Dudley or Pinkney		Jan. 10	Cedar keys	Hatteras		Destroyed.
Steamer	Darlington	Wagons, mules	Mar. 3	Fernandina	Naval expedition		Vessel taken by gov't.
Schooner	Dixie	Cotton	April 15	Georgetown	Keystone State	Philadelphia	Condemned.
Schooner	Deer Island		May 13	Mississippi sound	Bohio		Sunk.
Schooner	Director		May 4	York river	Corwin and Currituck	Washington	
Schooner	Director	None	July —			Key West	Condemned.
Schooner	Defiance	Oil, soap, &c.	Sept. 7	Sapello sound	Braziliera	Boston	Do.
Schooner	David Crockett	Turpentine, &c.	Oct. 13	Charleston	America and Flag	....do	
Schooner	Dart	Salt, rope, &c.	Oct. 6	Coast of Texas	Kensington, &c.	Key West	Do.
Steamer	Dan		Oct. —	....do	....do		Taken by government.
Schooner	Diana	Assorted	Nov. 26	Pass Cavalo	Kittatinny	Key West	Restored.
	Dove				Magnolia		

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Steamer	Diana		Jan. 19	New Orleans	Admiral Farragut		Recaptured by rebels March 28, 1863, and destroyed by the U. S. S. Estrella and others in Berwick's bay, April, 1863. Appraised at $11,140.
Propeller	Douro	Cotton	Mar. 9	Lat. 33°, long. 77°	Quaker City	New York	Condemned.
Steamer	Dolphin		Mar. 25	Lat. 19° long. 65°	Wachusett	Key West	
	D. Sargent	Cotton	Mar. 12	Galveston	Kittatinny	New Orleans	
Schooner	Dart	Assorted	May 1	Mobile	Kanawha		
Steamer	Dew Drop		May —		Yazoo expedition		Burnt.
Schooner	Don Jose		July 2	At sea	Juniata	Key West	
Schooner	Director		Sept. 30	Point Rossa	Gem of the Sea		Destroyed.
Steamer	Duoro	Assorted	Oct. 11	New inlet	Nansemond		Burnt.
Steamer	Diamond	....do	Sept. 23	St. Simon's sound	Stettin	Washington	
Brig	Dashing Wave	Medicines	Nov. 5	Off Rio Grande	Owasco, Virginia		
			1864.				
Steamer	Dare	In ballast	Jan. 9		Aries		Chased ashore and wrecked.
Schooner	Defy		Feb. 3	Off Doboy light, Ga	Midnight	Washington	Condemned.
Steamer	Dee	Assorted	Feb. 6	Near Masonboro'	Cambridge		Destroyed.
Steamer	Don	....do	Mar. 4	Off Beaufort, N. C	Pequot	Boston	
Steamer	Donegal, or Austin	Munitions of war	June 6	Off Mobile bay	Metacomet	Philadelphia	Condemned.
			1865.				
Schooner	Delia	Lead and sabres	Feb. 17	Near Bayport, Fla	Mahaska		
Schooner	Delphina	Cotton	Jan. 22	Calcasieu river	Chocura		Destroyed.
Steamer	Deer	Copper, arms, &c.	Feb. 18	Charleston, S. C	Monadnock and others	Boston	
Steamer	Dolly			Roanoke river, N. C	Naval expedition		Sunk.
Steamer	Denbigh		May 25				
			1861.				
Schooner	Elite	Coal	May 4	Hampton roads	Cumberland		
Schooner	Emily Ann	Tobacco	May 14	....do	....do	Philadelphia	Released.
Schooner	Elizabeth Ann			Coast of Virginia	Albatross		Do.
Schooner	Enchantress	Assorted	July 22		....do		
Schooner	Extra	Wheat	Aug. 29	Rappahannock river	Daylight	Philadelphia	Condemned.
Schooner	Eagle		Aug. 21		Resolute	Washington	
Schooner	Edwin	Molasses		Beaufort, N. C	Cambridge		
Schooner	Ezilda	Arms and coffee	Sept. 30	Barrataria bay	South Carolina	New York	Do.
Schooner	Edward Barnard	Turpentine	Oct. 16	Pass à l'Outre	....do	....do	Do.
Bark	Empress	Coffee	Nov. 26	Northeast Pass, Miss	Vincennes and Mississippi	....do	Do.
Schooner	E. J. Waterman	....do	Nov. 30	Tybee light	Savannah	Philadelphia	Do.

Sloop	Express	None	Dec. 9	Mississippi sound	New London		Taken by government.
Sloop	Ellen Jane	Marketing	Dec. 18	Alexandria, Va.	Perry		
Sloop	Eugenia Smith		Dec. 7	Off Rio Grande	Santiago de Cuba		Did not seize vessel; took two passengers (rebel agents) from her.
			1862.				
Schooner	Emma	Assorted	Jan. 17	Coast of Florida	Connecticut	Key West	Condemned.
Schooner	Eugenia Smith	Coffee, &c	Feb. 7	Lat. 28°, long. 91°	Bohio	do	Do.
Steamer	Ellis		Feb. —	Roanoke island	Rowan's expedition	New York	Do.
Sloop	Edisto	Rice	Feb. 14	Bull's bay	Restless		Sunk.
Schooner	Elizabeth	do	do	do	do		Do.
Schooner	Eva Bell		Mar. 14	Newbern	Rowan's expedition	Philadelphia	
Schooner	Eothen		do	do	do	New York	
Schooner	Eugenie	Cotton	Mar. 16	Off the Mississippi	Owasco	Key West	Condemned.
Ship	Emily St. Pierre	Gunny cloth	Mar. 18	Charleston	Blockading squadron		Retaken.
Propeller	Eureka	Cotton, &c	April —	Potomac river	Potomac flotilla	Washington	
Steamer	Ella Warley	Arms, &c	April 25	Lat 28°, long 97°	Santiago de Cuba	New York	Condemned.
Schooner	Eugenia		May 20	North Carolina	Hunchback and Whitehead		
Schooner	Ella D.	Salt	May 22	do	Whitehead		
Steamer	Elizabeth		May 29	Charleston	Keystone State and Jas. Adger	New York	Do.
Schooner	Emily	Salt	June 26	Wilmington	Mt. Vernon, Penobscot, Mystic, and Victoria		Burnt.
Steamer	Emily	Assorted	July 7	Bull's bay	Restless and Flag	Philadelphia	Condemned.
Schooner	Emma	Salt, &c	July 23	Lat. 27°, long. 75°	Adirondack	do	
Schooner	Elizabeth	Cotton	July 5		Hatteras	Key West	Do.
Schooner	Eliza	Salt	Aug. 21	Charleston	Bienville	Philadelphia	Do.
Schooner	Elmira Cornelius	Assorted	Oct. 11	Bull's bay	Flag and Restless	do	Do.
Sloop	Eliza				Crocker's expedition		Burnt.
Armed schooner	Elmer		Aug. 12	Coast of Texas	Arthur		Do.
Schooner	Elias Reed	Cotton, rosin, &c	Nov. 5	Lat. 26°, long. 77°	Octorara	Key West	Condemned.
Schooner	Emma	Cotton, &c	Sept. 26	Velasco, Texas	Kittatinny	do	
Schooner	Emma Tuttle	Assorted	Nov. 3	New inlet	Mt. Vernon and Cambridge	Philadelphia	
Sloop	Ellen		Nov. 24	Indian river	Sagamore	Key West	Condemned.
Schooner	Exchange		Dec. 28	Rappahannock river	Anacostia		
			1863.				
Schooner	Emma Tuttle	Saltpetre	Jan. 27		Hope		Vessel unseaworthy; recaptured.
Schooner	Emily Murray	Merchandise	Feb. 9		Cœur de Lion	Washington	Vessel condemned; cargo restored.
Sloop	Elizabeth	Salt	June 28	Jupiter inlet	Sagamore		Destroyed.
Steamer	Evansville		Feb. 12	Carson's landing	Conestoga and Duchess		
Sloop	Enterprise	Cotton	Mar. 8		Sagamore	Key West	Condemned.
Sloop	Express	Salt, &c	May 4	Coast of South Carolina	Chocura and Maratanza	Philadelphia	Do.
Schooner	Emma Amelia	Wines, &c	May 2	St. Andrew's bay, Fla.	Roebuck	Key West	
Sloop	Elias Beckwith	Assorted	April 23	Mobile	Pembina	do	
Steamer	Eugenie	do	May 6	do	R. R. Cuyler	do	Taken into naval service.
Sloop	Emeline	Cotton	May 16	At sea	Courier	New York	Condemned.
Schooner	Emily	General	May 21	Urbana, Va	Currituck, &c	Washington	Do.
Schooner	Echo	Cotton	May 31	Lat. 25°, long. 83°	Sunflower	Key West	
Steamer	Eagle		May 18	Lat. 25°, long. 77°	Octorara	do	
Steamer	Emma Bett		May —		Yazoo expedition		Burnt.
Sloop	Evening Star	Cotton	May 29	Warsaw sound, Ga	Cimarron	New York	
Schooner	Elizabeth		June 14	Lat. 23°, long. 83°	Juniata	Key West	

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Schooner	Emma	Assorted	June 19	Mosquito inlet	Para	Philadelphia	
Sloop	Emma	Tar, &c	July 3	Cedar keys	Fort Henry	Key West	
Steamer	Eureka		July 2	Commerce	Covington	Cairo	
Steamer	Emma	Cotton	July 24	Lat. 33°, long. 76°	Arago, army transport	New York	
Steamer	Elmira	Sugar, rum	July —	Red river	Red River expedition	Springfield	
Schooner	Excelsior	Cotton	July 13	Galveston	Katahdin	New Orleans	
Steamer	Elizabeth		Oct. —	Lockwood's Folly inlet			Destroyed.
Steamer	Ella and Anna		Nov. 9		Niphon		Condemned.
Steamer	Ella		Nov. 10	Off Fort Fisher	Howquah	Boston	
Steamer	Eureka	Cotton	Nov. 22	At sea	Aroostook	New Orleans	Do.
Schooner	Ella		Nov. 26	Masonboro' inlet, N. C.	James Adger	Washington	
British schooner	Edward	Lead and salt	Dec. 24	Near Suwanee river	Fox, tender to San Jacinto	Key West	Do.
British schooner	Exchange	Assorted	do	Coast of Texas	Antona	New Orleans	Do.
			1864.				
Schooner	Ellen	do	Jan. 16	Off Mobile	Gertrude	do	Do.
British schooner	Eliza	Cotton	Jan. 19	Jupiter inlet, Florida	Roebuck	Key West	
Steamer	Emily	Salt	Feb. 10	Masonboro' inlet	Florida		Destroyed.
Schooner	Experiment	Cotton	May 3	Coast of Texas	Virginia		Do.
Steamer	Emma		June 9	Near Charlotte harbor	Rosalie, tender to Gem of the Sea.		
Steamer	Elsie	Cotton	Sept. 4	At sea	Keystone State, Quaker City	Boston	
Schooner	Emily	do	Oct. 19	Off San Luis Pass	Mobile	New Orleans	
Steamer	Emma Henry	do	Dec. 8	Lat. 33°N., long. 77°W.	Cherokee		
Steamer	Ella	Munitions	Dec. 3	Off Wilmington, N. C.	Emma		Burnt; total loss.
			1865.				
Schooner	Elvira	Cotton and tobacco	Feb. 25	Bull War sound	Chenango	Philadelphia	
Brig	Eco	Coffee, rice, &c	Feb. 19	Off Galveston, Texas	Gertrude	New Orleans	
Steamer	Emma No. 2		Mar. 20	Rodney, Miss			Act. Rear-Adm'l Lee states that she sh'd be released.
Steamer	Egypt Mills			Roanoke river, N. C.	Naval expedition	Philadelphia	
			1861.				
Schooner	F. W. Johnson	Iron	June 1	Chesapeake bay	Union	Baltimore	Restored.
Brig	Forest King	Coffee	June 13	Key West	Mississippi	New York	Cargo released; ⅛ vessel condemned.
Schooner	Fanny	Bricks	June 23	Mississippi sound	Massachusetts	do	
Schooner	Falcon	General	July 5	Galveston	South Carolina	do	Condemned.
Schooner	Favorite		July 16	Eastern Shore Md	Potomac flotilla		Wrecked.
Ship	Finland		Aug. 26	Apalachicola bay	R. R. Cuyler		Burnt.
Schooner	Falcon					Washington	
Schooner	Fanny Lee	Rice, &c	Nov. 6	St. Simon's island	St. Lawrence	Philadelphia	Condemned.
Schooner	Fairwind		Aug. 29		Quaker City	do	Do.
Schooner	Fashion	Green turtle	Nov. 29		Ethan Allen	Key West	Do.

Sloop	Florida		Dec. 11 1862.	Tumbalin light-house	South Carolina		
Steamer	Forrest		Feb. —	Roanoke island	Rowan's expedition		Destroyed
Steamer	Fanny		do	do	do		Do.
Schooner	Floride	Coffee, &c	Mar. 10	Lat. 27°N., long. 84°W.	J. L. Davis	Key West	Condemned.
Schooner	Fairplay	Fish, &c	Mar. 12	Georgetown, S. C	Gem of the Sea	Philadelphia	Do.
Schooner	Floyd		April 2	Apalachicola	Mercedita and Sagamore		
Schooner	F. J. Capron		April 29		Potomac flotilla	Washington	
Schooner	Falcon	None	April —	Potomac river	do		Abandoned.
Steamer	Florida	Cotton	April 6	St. Andrew's	Pursuit	Philadelphia	Condemned.
Schooner	Farren				Ethan Allen		Do.
Schooner	Flash	Salt, &c	May 2	Charleston	Restless	New York	
Steamer	Fashion	Cotton, &c	May 6		Hatteras		Burnt.
Bark	Fannie Laurie	Salt	Sept. 4	South Edisto	Shepherd Knapp	Philadelphia	Condemned.
Schooner	Fanny	do	Aug. 22	St. Simon's	Keystone State	do	Do.
Schooner	Frances	Powder, salt, &c	Oct. 23	Coast of Florida	Sagamore	Key West	Do.
Sloop	Flying Cloud		Dec. 29		Magnolia	do	
Sloop	Flying Fish		Dec. 30 1863.		do	do	Do.
Schooner	Five Brothers	Cotton	Mar. 16	Lat. 27°N., long. 77°W.	Octorara	do	
Schooner	Florida		Jan. 11			New York	Do.
Schooner	Florence Nightingale	Cotton	Jan. 13	Lat. 25°N., long. 77°W.	Tioga and Octorara	Key West	Do.
Sloop	Fashion	do	May 23	Apalachicola	Port Royal	do	
Sloop	Flying Cloud	None	June 2	Potomac river	Primrose		Sunk
Schooner	Frolic	Cotton, &c	June 25	Chrystal river, Fla	Sagamore and Two Sisters	Key West	
Boat	Florida	do	June 3	St. Mark's light	Stars and Stripes	do	
Schooner	Fashion	Salt, &c	June 13	Lat. 23°N., long. 83°W.	Juniata	do	
Schooner	Flying Scud	Cotton	Aug. 12	Near Matamoras	Princess Royal		
Steamer	Fulton		Oct. 7	Red river	Black Hawk		Burnt.
Steamer	Fanny	Assorted	Sept. 12	Near Pascagoula	Genesee	New Orleans	Do.
Schooner	Florrie	Drugs, &c	Oct. 2	Near Matagorda	Bermuda	do	
Schooner	Friendship	Munitions of war	Oct. 10?	Off Rio Brazos	Tennessee		
Schooner	Friendship	do	Oct. —	At sea	do	New Orleans	Condemned.
Schooner	F. U. Johnson		Dec. 1 1864.	Off Alexandria, Va	A. Hugel		Violation of revenue laws.
English schooner	Fly		Jan. 11	Jupiter inlet, Florida	Honeysuckle	Key West	
Steamer	Fanny and Jenny		Feb. 10	Off New inlet	Florida		Destroyed.
Sloop	Florida	Assorted	Mar. 20	At sea	Honeysuckle	Key West	Condemned.
English schooner	Fanny	do	April 19	Off Velasco	Owasco	New Orleans	Do.
Schooner	Frederic the Second	Cotton	May 3	Off Brazos river	Chocura	do	Do.
Sloop	Fortunate	do	May 30	Near Indian river	Bermuda		Cargo saved and sloop destroyed.
Rebel steamer	Fort Gaines	Armed vessel	Aug. 5	Mobile bay	W. Gulf bockading squadron		Destroyed under walls of Fort Morgan; guns and part of machinery saved.
Rebel armed st'r	Florida	do	Oct. —	Bahia, Brazil	Wachusett	New York	
Steamer	Flora	Assorted	Oct. 22	Off Charleston, S. C	Picket launches		Run aground; cargo mostly destroyed.
Schooner	Flash	Cotton	Nov. 27 1865.	Lat. 23°N., long. 97°W.	Princess Royal	New Orleans	
Schooner	Fannie McRae	Assorted	Jan. 23	Off St. Mark's, Fla	Fox		

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1865.				
Sloop	Florida	Cotton	April 11	Chrystal river, Fla	Sea Bird	Key West	Vessel destroyed; cargo sent to Key West.
Rebel iron-clad	Fredericksburg		April —	Richmond, Va			Destroyed by the rebels; mounted four guns.
Steamer	Fisher			Roanoke river, N. C	Naval expedition	Philadelphia	
			1861.				
Schooner	George M. Smith	Gun carriages, &c	April 24	Hampton roads	Cumberland	New York	Released.
Bark	General Green	Sugar, &c	June 4	Cape Henry	Quaker City	do	Condemned.
Ship	General Parkhill	Assorted	May 12	Charleston	Niagara	Philadelphia	Do.
Schooner	General Knox	Oak timber	June 25		Dawn	Washington	Released.
Schooner	George G. Baker	Assorted	July 6	Galveston	South Carolina	Philadelphia	Condemned.
Schooner	Georgiana		June 25		Dawn	Washington	Released.
Schooner	George B. Sloat		June 5	St. Mark's, Fla	Mohawk	Key West	
Steamer	Gipsey		June 24	Potomac river			
Schooner	Good Egg		Aug 29	Rappahannock river	Daylight		
Schooner	Gypsey	Cotton	Dec. 28	Pascagoula	New London	New York	Condemned.
Schooner	Garonne	Tobacco	Dec. 30	Galveston	Santee	do	Do.
			1862.				
Schooner	Grace E. Baker	Cotton	Mar. 29	Coast of Cuba	R. R. Cuyler	Key West	Do.
Schooner	G. H. Smoot		Mar. 17	Potecay creek, N. C	Hunchback, &c	New York	Taken for use of govern't.
Schooner	Guide	Cotton, &c	April 19	Charleston	Huron	Philadelphia	Condemned.
Ship	Gondar	do	April 26	Capture of Fort Macon	Gemsbok	New York	Do.
Bark	Glenn	do	do	do	do	do	
Schooner	General C. C. Pinkney	Cotton, &c	May 6	At sea	Ottawa	do	Do.
Steamer	Governor A. Moulton	Provisions, &c	May 12	Berwick's bay	Hatteras		
Steamer	General Lovell		June 6	Memphis	Western flotilla		Sunk.
Steamer	General Beauregard		do	do	do		Blown up.
Steamer	General Price		do	do	do		Abandoned.
Steamer	General Bragg		do	do	do		
			1862.				
Sloop	G. L. Brockenborough	Cotton	Oct. 15	Apalachicola river	Fort Henry	Key West	Taken for use of govern't.
Sloop	Grapeshot	None	Nov. 6	Chesapeake bay	Teazer	Washington	Condemned.
Sloop	G. W. Green	Shoes, &c	Nov. 16		T. A. Ward	do	
Steamer	Governor Morton			St. John's river	Joint expedition		
			1863.				
Sloop	Goodluck	Assorted	Jan. 6	Cape Florida	Ariel	Key West	Do.
Schooner	Galena						
Schooner	George W. Grice	Assorted	Jan. 11				Released.
Bark	George Alban		Jan. —	New Orleans	Admiral Farragut's fleet		Appraised at $7,500.
Steamer	Governor Mouton		Jan. —	do	do		Appraised at $4,000.
Schooner	Georgia	Assorted	Jan. 11				Released.
Schooner	General Taylor	Suspicious	Feb. 20	Chesapeake bay	Crusader and Mahaska	Philadelphia	

Schooner	Glide	Cotton	Feb. 23	Tybee creek	Marblehead and Passaic	....do	Condemned.
Steamer	Granite City	Assorted	Mar. 22	At sea	Tioga	New York	Do.
Steamer	Georgiana		Mar. 19	Charleston	Wissahickon		Burnt.
Steamer	Gertrude	Assorted	April 16	Eleuthera	Vanderbilt	New York	Condemned.
Schooner	Gipsey		Mar. 20	St. Joseph's bay	Ethan Allen	Key West	
Schooner	Golden Liner	Flour, sugar, &c	April 27	Morrell's inlet, S. C	Monticello		Destroyed.
Schooner	General Prim	Cotton	April 24	Gulf of Mexico	De Soto	Key West	
Steamer	Golden Age		May 24		Yazoo Pass expedition		Burnt.
Schooner	Glen	Cotton	June —	Lat. 35°N., long. 73°W.	Cambria	New York	Released.
Schooner	George	None	July 29	Caloosehatchee river	Gem of the Sea	Key West	
Schooner	General Worth	General	Aug. —	Lat. 24°N., long. 82°W.	Sunflower		
Schooner	Gold Leaf	None	Aug. 23		Jacob Bell	Washington	
Steamer	General Beauregard		Dec. 12	Off Wilmington			Destroyed.
Steamer	Grey Jacket	Cotton	Dec. 31 1864.	Off Mobile	Kennebec		
Sloop	G. Garibaldi	....do	Feb. 4	Jupiter inlet	Beauregard	Key West	
Steamer	General Sumter		Mar. 12	Lake George	Daffodil and others		Taken for use of govern't.
Schooner	Good Hope	Salt and dry goods	April 18	At sea	Fox, tender to San Jacinto		Destroyed.
Steamer	Greyhound	Assorted	May 10	At sea	Connecticut	Boston	Condemned.
Sloop	General Finnegan	....do	May 28	Chashcowitzka river	Ariel, tender to San Jacinto	Key West	
Steamer	Georgiana McCaw		June 2	Off Wilmington, N. C	Maratanza		Destroyed.
Steamer	Georgia		Aug. 15	Coast of Portugal	Niagara	Boston	
Brig	Geziena Hilligonda	Assorted	Dec. 4 1865.	Off Brazos, St. Iago, Tex	Pembina	New Orleans	
Schooner	General Burkhart	Cotton	Mar. 17	Lat. 26°N,, long. 96°W.	Quaker City	....do	
Bark	George Douthwaite	Sugar, &c	May 8 1861.	Coast of Florida	Isonomia	Key West	
Schooner	H. M. Johnson	Assorted	May 31	Near Cape Lookout	Perry		Released.
Schooner	Haxall			Hampton roads	Minnesota		Do.
Bark	Hiawatha		May 20	....do	....do	New York	Condemned.
Schooner	H E. Spearing	Coffee	May 29	Mouth Mississippi river	Brooklyn	Key West	Released.
Brig	Hallie Jackson	Molasses	June 10	Savannah	Union	New York	Condemned.
Schooner	Herbert						
Brig	Herald	Naval stores	July 16	Coast North Carolina	St. Lawrence	Philadelphia	Do.
Sloop	H. Day			Potomac river	Thomas Freeborn		Restored.
Brigantine	Hannah Balch			Charleston	Wabash		Recaptured by rebels.
Schooner	H. Middleton	Turpentine, &c	Aug. 21	....do	Vandalia	New York	Condemned.
Schooner	H. C. Brooks	Cotton, &c	Sept. 9	Hatteras inlet	Naval expedition	....do	Vessel restor'd; cargo con'd.
Schooner	Henry Nutt	Mahogany	....do	....do	....do	Philadelphia	
Schooner	Harriet P. Ryan	Rum, salt, &c	....do	....do	Pawnee	....do	Condemned.
Schooner	Harmony	Fish	April 24	Hatteras	Gemsbok	....do	Do.
Schooner	Harford	Wheat, &c	Sept. 18	Pope's creek, Md	Resolute	Washington	Released.
Steamer	Henry Lewis	Sugar, molasses, &c	Nov. 22	Mississippi sound	New London and R. R. Cuyler	New York	Condemned.
Schooner	Havelock	Cigars and coffee	Dec. 15	Cape Fear	Jamestown	Philadelphia	Do.
Boat	Henrietta		Nov. 13 1862.	Chincoteague	Louisiana		
Schooner	Harriet and Sarah		Mar. 14	Newbern, N. C	Rowan's expedition	Philadelphia	
Schooner	Henry Travers	Coffee, &c	Mar. 8	Lat. 28°N., long. 91°W.	Bohio	Key West	Do.
Steamer	Havana		June 5	Dead Man's bay	Isilda		Burnt.
Armed sloop	Hannah		Aug. 12	Corpus Christi	Arthur		Burnt by rebels.
Schooner	Hermosa	Drugs, &c	Oct. 30	Sabine river	Connecticut	Key West	Condemned.

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Schooner	Hampton	Assorted	Jan. 13	Dividing creek, Va	Currituck	Washington	
Schooner	Harriet		Jan. 22	Chuckatuck creek	Commodore Morris		
Schooner	Hettiwan	Cotton	Jan. 21	Charleston	Ottowa	New York	Do.
Steamer	Home						
Sloop	Hortense	Assorted	Feb. 18	Lat. 29°N., long. 84°W.	Somerset, &c	Key West	
Sloop	Helen	Corn	Mar. 24		Naval expedition		Burnt.
Rebel armed st'r	Hart		April —	Berwick's bay	Estrella		Destroyed.
Schooner	Handy	Salt, &c	April 22	Lat. 26°N., long. 76°W.	Octorara	Key West	
Schooner	Harvest	Cotton	April 30	Lat. 28°N., long. 75°W.	Juniata	Washington	Condemned.
Schooner	Hunter	do	May 17	Mobile	Kanawha, &c	Philadelphia	
Schooner	Helena		June 30	do	Ossipee	New Orleans	
Sloop	Henry Wolcott		June 22		Satellite	Washington	Released.
Schooner	Hattie	Cotton, &c	June 21	Coast of North Carolina	Florida	New York	
Schooner	Harriet		June 18	Lat. 28°N., long. 82°W.	Tahoma	Key West	
Bark	H. McGuin		July 18	Bay St. Louis	Vincennes and Clifton	New Orleans	
Steamer	Havelock (?)		June 10	Charleston	S. Atlantic blockad'g squadron		Burnt.
Steamer	Herald	Assorted	Sept. —	At sea	Tioga	Boston	Condemned.
Steamer	Hebe		Aug. 18	Off New inlet, N. C	Niphon and others		Destroyed.
Schooner	Herald	Assorted	Oct. 23	Off Fryingpan shoals	Calypso	Washington	Condemned.
Sloop	Hancock	do	Dec. 24	Tampa bay	Sunflower		
			1864.				
Sloop	Hope	Cotton	Feb. 4	Jupiter inlet	Beauregard	Key West	
Sloop	Hannah	do	Mar. 11	Off Mosquito inlet	do	do	
Schooner	Henry Colthurst	Powder	Feb. 20	San Luis Pass	Virginia	New Orleans	
Steamer	Hattie	Assorted	Mar. 14	Near St. John's, Fla	Daffodil and others		Taken into govern't serv'e
Steamer	Hard Times	Lumber	Mar. —	St. Mary's river	Para		Do. do.
Sloop	Hope	Cotton and tobacco	July 10	Sapelo sound	Ladona		
Steamer	Hope	Machinery	Oct. 22	Off Wilmington	Eolus		
Rebel steamer	Hampton			Richmond, Va			Destroyed by the rebels. Mounted two guns.
Gunb't unfinished.	Halifax			Roanoke river, N. C	Naval expedition	Philadelphia	
			1861.				
Schooner	Industry	Hay, &c	May 15	Hampton roads	Minnesota		Vessel released.
Schooner	Iris	Naval stores	May 27	do	do	Washington	Released.
Schooner	Island Belle	Sugar and molasses	Dec. 31	Bull's Island light	Augusta	Philadelphia	Do.
			1862.				
Schooner	Isabel or W. R. King	Sugar, &c	Feb. 1	Atchafalaya bay	Montgomery	Key West	Condemned.
Brig	Intended	Salt, &c	May 1	New inlet, N. C.	Jamestown	Philadelphia	Do.
Schooner	Ida	Assorted	July 12	Lat. 26° N., long. 76° W.	Mercedita	Key West	Do.
			1863.				
Schooner	Ida		Mar. 4	Charlotte harbor, Fla	J. S. Chambers	do	Vessel burnt.
Schooner	Inez	Salt, &c	April 18	Indian River inlet	Gem of the Sea		Vessel destroyed.

Schooner	Isabel		May 18	Mobile	R. R. Cuyler		Burnt.
Brig	Isabella Thompson	Cotton, &c	June 19	Lat. 41° N., long. 67° W.	United States	New York	Released.
Sloop	Isabella	None	May 22	Wacassassa bay	Fort Henry	Key West	
			1864.				
English schooner	Indian		April 10	At sea	Vicksburg	Washington	
Steamer	Isabel	Munitions of war	May 28	Off Galveston	Admiral	New Orleans	
Steamer	Ivanhoe		July 4	Off Mobile	Fleet off Mobile		Chased ashore & destroy'd.
Steamer	Ida	Cotton	July 8	Sapelo sound	Sonoma		Taken by government.
			1861.				
Schooner	J. H. Etheridge	Tobacco	May 15	Hampton roads	Minnesota		Released.
Schooner	John Hamilton	None	July 5	....do	Daylight, &c	Washington	
Schooner	Jane Wright		Aug. 2	Potomac river	Thomas Freeborn		Destroyed.
Schooner	Julia	Drugs, &c		Beaufort, N. C.	Cambridge	Boston	Condemned.
Schooner	Joseph H. Toone	Arms, &c	Oct. 1	Brrrataria bay	South Carolina	New York	Do.
Schooner	Judith		Sept. 13	Pensacola navy yard	Boat expedition from Colorado		Burnt.
Bark	Jorgen Lorentzen	None	Dec. 26	Lat. 6° N., long. 37° W.	Morning Light	New York	
Schooner	Jane Campbell	Assorted	Dec. 14	Beaufort, N. C.	State of Georgia	....do	Released.
			1862.				
Schooner	J. W. Wilder	Coffee, lead, &c	Jan. 20	Mobile bar	R. R. Cuyler	New York	Condemned.
Schooner	Julia	Cotton	Jan. 24	New Orleans	Mercedita, &c		Destroyed.
Schooner	Joanna Ward	....do	Feb. 24	Lat. 30° N., long. 80° W.	Harriet Lane	New York	Condemned.
Schooner	J. J. McNeil	Coffee, &c	Jan. 25	Corpus Christi	Arthur	....do	Do.
Schooner	Julia Worden	Rice, corn, &c	Mar. 27	Cape Roman passage	Restless	Philadelphia	Do.
Schooner	Jesse J. Cox	Cotton, &c	Mar. 25	Mobile	Cayuga		Taken by General Butler.
Schooner	Julia	....do	May 11		Kittatinny	Key West	Condemned.
Schooner	Jane	Pig lead, &c	May 3	Lat. 26° N., long. 83° W	R. R. Cuyler	....do	Do.
Steamer	Jeff. Thompson		June 6	Memphis	Western flotilla		Sunk.
Sloop	Jeff. Davis		Mar. 14	Newbern	Vessels in sounds of N. Carolina	New York	Condemned.
Schooner	John	Corn	April 8	Pasquotank river, N. C.	Commodore Perry, &c	....do	Do.
Schooner	J. J. Crittenden	None	April 10	Newtogan creek, N. C.	....do	....do	Do.
Schooner	James Norcon	Corn	Mar. 28	Little river, N. C.	Shawsheen, &c	....do	Do.
Brig	Josephine	Cotton	July 28	Ship island, Miss	Hatteras	Philadelphia	Do.
Schooner	John Gilpin	....do		Mississippi sound	Katahdin	New York	Do.
Sloop	John Thompson	Turpentine	Sept. 2		Restless		
Schooner	J. C. Rozer	Salt	Dec. 3	Wilmington	Cambridge	Philadelphia	
			1863.				
Sloop	Julia	Salt	Jan. 8	Jupiter inlet	Sagamore	Key West	Do.
Sloop	John C. Calhoun	Contraband	Jan. 22	Chuckatuck creek	Commodore Morris		
Schooner	J. C. McCabe		Jan. 18	James river	Zouave	Washington	Do.
Schooner	John Williams	Iron, &c	Mar. 19	Lat. 26° N., long. 76° W	Octorara	Key West	
Steamer	J. D. Clark		April 8	Red river	Hartford		
Schooner	Joe Flanner	Assorted	April 24	Mobile	Pembina	Key West	
Schooner	Juniper	....do	May 4	....do	Kanawha	....do	
Sloop	Jane Adelie	Cotton	April 24	Gulf of Mexico	De Soto	....do	
Sloop	Justina	....do	April 23	Lat. 28° N., long. 78° W	Tioga		Vessel abandoned.
Steamer	John Walsh		May 24		Yazoo Pass expedition		Burnt.
Sloop	John Wesley	Cotton	June 16	Lat. 28° N., long. 83° W	Circassian	Key West	
Schooner	Julia			Lat. 25° N., long. 76° W	Tioga	....do	
Steamer	James Battle	Cotton	July 17		De Soto, &c	....do	
Schooner	J. T. Davis	....do	Aug. 10	Rio Grande	Cayuga	New Orleans	
Steamer	Juno	Assorted	Sept. 22	Off Wilmington, N. C.	Connecticut	Boston	
Schooner	Jenny	154 bales of cotton	Oct. 6	Off RioGrande	Virginia	New Orleans	

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Names.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Schooner	Jupiter	Assorted	Sept. 13	At sea	Cimarron & Nantucket	Philadelphia	Condemned.
Schooner	Jane		Oct. —	Off Rio Brazos	Tennessee		Destroyed.
Schooner	Jenny	Cotton	Oct. 6	Coast of Texas	Virginia	New Orleans	
			1864.				
Steamer	John Scott	Assorted	Jan. 7	Off Mobile	Kennebec and others	New Orleans	Do.
Schooner	John Douglass	Cotton	Feb. 29	Off Velasco, Texas	Penobscot	do	Do.
Sloop	Josephine	do	Mar. 24	Saversota sound	Sunflower		
Mexican schooner	Juanita		April 11	Off San Luis Pass	Virginia		Destroyed.
Schooner	Julia A. Hodges	Stores	April 6	Matagorda bay	Estrella		Turned over to prov'st M.
Schooner	Judson	Cotton	April 30	Off Mobile bar	Conemaugh	New Orleans	
Steamer	Jupiter		June 27	At sea	Proteus	Boston	Condemned.
Sloop	Julia	Salt	do	Off Sapelo sound	Nipsic	Key West	Appr'sd at $300; cond'md.
Schooner	James Williams	Assorted	July 12	Off Galveston	Penobscot	New Orleans	Condemned.
Schooner	John	Cotton	Sept. 11	Off Velasco	Augusta Dinsmore	do	
Sloop	James Sandy		Oct. 28	Off Alexandria, Va	Adolph Hugel		
Schooner	John A. Hazard	Medicines, &c	Nov. 5	Lat. 26° N., long. 96° W	Fort Morgan	New Orleans	
			1864.				
Schooner	Julia	Assorted	Dec. 5	Near Velasco, Texas	Chocura	New Orleans	
Steamer	Julia	Cotton	Dec. 23	Alligator creek, S. C.	Acacia		
			1865.				
Schooner	Josephine	Cotton	Jan. 14	Off Brazos, St. Iago, T.	Seminole	New Orleans	
Schooner	John Hale	Lead, &c	Feb. 3	Coast of Florida	Matthew Vassar		
			1862.				
Schooner	Kate	Salt	April 2	Wilmington	Mount Vernon		Scuttled.
Schooner	Kate	Salt, &c	Dec. 27	St. Mark's river	Roebuck	Key West	Condemned.
			1863.				
Schooner	Kate	Assorted	Feb. 25		Potomac flotilla	Washington	
Sloop	Kate	Cotton	May 28	Point Isabel light	Brooklyn	Key West	
Sloop	Kate	Assorted	June 23	Indian river	Pursuit	do	
Steamer	Kate	None	Aug. 1	New Inlet, N. C.	James Adger, &c	New York	
Steamer	Kate Dale		July 14		R. R. Cuyler	Philadelphia	Do.
Steamer	Kaskaskia				Mississippi squadron	Springfield	
Sloop	Kate Dale		Oct. 16	Tampa bay	Tahoma and Adela		Destroyed.
			1861.				
Schooner	Laurie	Wood	May 4	Hampton roads	Cumberland		Vessel released.
Schooner	Lynchburg	Coffee	May 30	Chesapeake bay	Quaker City	New York	Condemned.
Schooner	Louisa	Lumber	July 4	Galveston	South Carolina		Released.
Sloop	Leon		July 25	Potomac river	Thomas Freeborn		Do.
Schooner	Louisa		Aug. 11	Cape Fear river	Penguin		Wrecked.
Schooner	Louisa Agnes	Fish	Sept. 9	Beaufort, N. C.	Cambridge	New York	Condemned.
Schooner	Lida	Coffee, cigars, &c	Dec. 1	Off St. Simonds	Seminole	Philadelphia	Do.

			1862.				
Schooner	Lizzie Weston	Cotton	Jan. 19		Itasca	New York	Do.
Propeller	Labuan	....do	Feb. 1	Boca Chica	Portsmouth	....do	Released.
Schooner	Lynnhaven		Feb. 0	Elizabeth City, N. C.	Delaware		Taken for use of gov'rnmt.
Schooner	Lion	Coffee, powder, &c	Feb. 5	Lat. 26° N., long. 93° W	Kingfisher	Key West	Condemned.
Schooner	Lizzie Taylor		Mar. 4	Newbern	Rowan's expedition	Philadelphia	
Schooner	Lydia and Mary	Rice and corn	Mar. 9	Cape Roman passage	Restless	....do	Condemned.
Schooner	Lookout	Corn	April —	Potomac river	Potomac flotilla	Washington	
Sloop	Lafayette	Cotton	April 4		Pursuit		Foundered.
Schooner	Liverpool		April 10	Georgetown	Keystone State		Burnt.
Steamer	Lewis Whitemore		May 6		Colorado	Key West	
Schooner	Lucy C. Holmes	Cotton	May 27	At sea	Santiago de Cuba	New York	Condemned.
Schooner	Lion	Shingles	Mar. 28	Pantago creek, N. C.	Delaware	Philadelphia	Do.
Schooner	La Criolla	Assorted	May 29	Charleston	Bienville	....do	Do.
Steamer	Little Rebel		June 6	Memphis	Western flotilla		Abandoned.
Schooner	Louise	Cotton	June 19		Albatros	Boston	Condemned.
Schooner	Lucy	Cotton, &c	June 20	Lat. 29° N., long. 83° W	Beauregard	Key West	Do.
Brig	Lilla	Drugs, &c	July 3	Hole in the Wall	Quaker City	Boston	Vessel restored; cargo condemned.
Sloop	L. Rebecca	Sugar, &c	June 21		Bohio		
Sloop	Lizzie	Assorted	Aug. 2	Coast of North Carolina	Penobscot	New York	Condemned.
Steamer	Lodona	Salt, &c	Aug. 4	Ossabaw sound	Unadilla	Philadelphia	Do.
Schooner	Lonely Bell	Corn	Mar. 21	Powell's Point	General Putnam		Transferred to the army.
Schooner	Louisa	Assorted	Aug. 23	Charleston	Bienville and Pembina	Philadelphia	Condemned.
Bark	La Manche	Tobacco	....do	Lat. 38° N., long. 69° W	Ino	Boston	Released.
Schooner	Lavinia	Turpentine	Aug. 27	Lat. 27° N., long. 76° W	Santiago de Cuba	Key West	Condemned.
Schooner	Lilly	Powder, &c	Aug. 31	At sea	W. G. Anderson	....do	Do.
Schooner	Levi Rowe	Salt	Nov. 30	New inlet	Mount Vernon	New York	Do.
			1863.				
Steamer	Landis		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $20,000.
Steamer	Little Magruder		Jan. 8	White House	Mahaska, &c		Destroyed.
Schooner	Lightning	Assorted	Mar. 15		Bienville	Philadelphia	
Sloop	Laura Dudley	....do	April 27	Lat. 27° N., long. 86° W	McClellan	Key West	
Schooner	Ladies' Delight	....do	May 14	Urbana, Va	Currituck, &c	Washington	Condemned.
Schooner	Linnet	....do	May 21	Lat. 26° N., long. 84° W	Union	Key West	
Steamer	Lady Walton		June —	White River	Naval boat expedition	Springfield	
Steamer	Lizzie	Assorted	July 15	Lat. 27° N., long. 75° W	Santiago de Cuba	Philadelphia	Condemned.
Schooner	Lady Maria	Cotton	July 6	Bay Port, Fla	De Soto and others	Key West	
Steamer	Louisville			Red river	Red river expedition		Taken into service.
Sloop	Last Trial	Salt	Oct. —		Beauregard	Key West	
Steamer	Lizzie Davis	Lead, &c	Sept. 16	Lat. 25° 58′ N., long. 85° 11′ W	San Jacinto		
Steamer	Leviathan		Sept. 22	Off Southwest Pass	De Soto	New Orleans	
			1864.				
Steamer	Laura	Merchandise	Jan. 18	Ockockney river	Stars and Stripes	Key West	
Boat	Lydia	Cotton and turpentine	Feb. 4	Jupiter inlet	Beauregard	....do	
Schooner	Louisa	Munitions of war	Feb. 11	Off Brazos River Pass	Queen	New Orleans	Condemned.
Schooner	Linda	Assorted	Mar. 11	Off Mosquito inlet	Beauregard and Norfolk packet	Key West	
Schooner	Lilly	....do	Feb. 28	Off Velasco, Texas	Penobscot	New Orleans	
Schooner	Lauretta	Salt	Mar. 1	Off Indian river	Roebuck	Key West	
English schooner	Lilly		April 17	Off Velasco	Owasco	New Orleans	Do.
English schooner	Laura		April 21	....do	....do	....do	Do.

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Names.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1864.				
Sloop	Last Resort	Cotton	June 30	Jupiter inlet	Roebuck		
Steamer	Little Ada	Assorted	July 9	At sea	Gettysburg	Boston	
Steamer	Lilian	Cotton	Aug. 24	....do	Keystone State and others	....do	
Steamer	Lynx		Sept. 25	Off New inlet, N. C.	Niphon and others		Destroyed.
Steamer	Lucy	Cotton, &c	Nov. 2	Lat. 32° 40′ N.; long. 77° 48′ W.	Santiago de Cuba	Boston	
Schooner	Louisa	Assorted	Oct. 15	Off San Luis Pass	Mobile	New Orleans	Condemned.
Schooner	Louisa	....do	Oct. 12	Near Aransas Pass	Chocura	....do	
Steamer	Lady Sterling	Cotton	Oct. 31	Off Wilmington	Calypso. Eolus. Fort Jackson	New York	
Schooner	Louisa	Assorted	Oct. 12	Off Aransas Pass, Texas	Chocura	New Orleans	
Schooner	Lucy	Assorted	Oct. 21	Off Bayport, Fla.	Sea Bird	Key West	
Sloop	Little Elmere	....do	Nov. 9	Mobjack bay, Va.	Stepping Stones		
Schooner	Lone	Medicines, &c	Nov. 6	Lat. 28° N., long. 95° W.	Fort Morgan	New Orleans	
Schooner	Louisa		Nov. 24	Bar of St. Bernard	Chocura		Totally wrecked.
Schooner	Lowood	Cotton	Dec. 4	Near Velasco, Texas	....do	New Orleans	
Schooner	Lady Hurley	Assorted	Dec. 6	Off Velasco, Texas	....do	....do	
			1865.				
Schooner	Lilly	Bagging and salt	Jan. 6	Off Galveston, Texas	Metacomet	....do	
Schooner	Louisa	Crockery, &c	Feb. 18	Arkansas Pass, Texas	Penobscot		Set on fire and sunk.
Schooner	Lecompte		May 25	Galveston, Texas	Cornubia		Armed picket schooner.
Steamer	Lady Davis			Charleston, S. C.			Taken into service.
			1861.				
Schooner	Mary and Virginia	Coal	May 4	Hampton Roads	Cumberland		Vessel released.
Schooner	Mary Willis	Tobaccco	May 14	....do	Minnesota		Released.
Schooner	Mary	....do	May 15	....do	....do		Do.
Schooner	Mary Clinton	Rice, &c	May 30	Mouth of Mississippi	Powhatan	New York	
Schooner	McCanfield	Lumber	July 4	Galveston	South Carolina		Released.
Schooner	Mary	None	July 13	North Carolina	Roanoke		Destroyed.
Schooner	Monticello		July 26	Rappahannock river	Daylight		Restored.
Longboat	Morning Star			Potomac river	Freeborn	Washington	
Schooner	Mary Alice		Aug. 3		Wabash	New York	$2,128 57 salvage awarded by the court.
Bark	Macao	Coffee	Sept. 5	Mouth of Mississippi	Brooklyn and St. Louis	Philadelphia	Condemned.
Schooner	Mary Wood	Salt, &c	Sept. 9	Hatteras inlet	Pawnee	....do	Do.
Schooner	Mary E. Pindar		Sept. 22		Gemsbok		Never reached port.
Schooner	Mabel	Contraband	Nov. 15	Lat. 31° N., long. 80° W.	Dale	Philadelphia	Condemned.
			1862.				
Schooner	Major Barbour	Powder, &c	Jan. 28	Racoon Point, La	De Soto	New York	Do.
Schooner	Mars	Salt	Feb. 5	Fernandina	Keystone State	....do	Do.
Sloop	Mary Lewis		Jan. 25	Mantle river, Fla	Kingfisher and others		

Sloop	Margaret, *alias* William Henry.	Cotton	Feb. 6	Isle au Briton	Sciota	Key West	Condemned.
Steamer	Magnolia	...do	Feb. 19	Pass a l'Outre	Brooklyn and others	...do	Do.
Pilot boat	Mary Olivia		April 2	Apalachicola	Mercedita, &c		Burnt.
Schooner	Monterey	None	April —	Potomac river	Potomac river	Washington	
Schooner	Mersey	Salt, coffee	April 26	Lat. 31° N., long. 79° W.	Santiago de Cuba	New York	Condemned.
Schooner	Maria	Salt, cigars, &c	April 30	Charleston	...do	...do	Do.
Schooner	Magnet	Cotton		Fernandina	DuPont's expedition		
Schooner	Mary Teresa	Drugs, &c	May 10	Charleston	Unadilla	New York	Condemned.
Schooner	Magnolia	Cotton	May 1	Berwick bay	Hatteras	Key West	Do.
Sloop	Monitor		June —	Piankatank river	Anacostia	Washington	Released.
Schooner	Mary Stewart	Salt, &c	June 3	Santee river	Gem of the Sea	New York	Condemned.
Schooner	Morning Star	Salt, acids, &c	June 27	Frying Pan shoals	Bienville	Philadelphia	Do.
Steamer	Modern Greece	Munitions of war	...do	Near Fort Fisher	Cambridge, Stars and Stripes		Destroyed.
Steamer	Memphis	Cotton, resin	July 31	At sea	Magnolia	New York	Condemned.
Schooner	Mail		Aug 1		Freeborn		
Schooner	Mary Elizabeth	Salt, fruit, &c	Aug. 24	Wilmington	Stars and Stripes, &c	Philadelphia	Do.
Schooner	Monte Christo	Cotton	July. 10	Coast of Texas	Arthur		Vessel destroyed by the rebels.
Schooner	Mary Ann				Kensington, &c		Burnt.
Sloop	Mustang		Feb. —	Coast of Texas	Arthur		Abandoned.
Schooner	Maria	Assorted	Nov. 12	Sabine Pass	Kensington, &c	Key West	Condemned.
		Molasses, 10,170 gallons	Dec. 3	Baton Rouge	Essex		
Schooner	Mary Grey		Dec. 19		T. A. Ward	Washington	
Schooner	Mont Blanc	Salt	Dec. 25	Bahamas	Octorara		Restored.
			1863.				
Ship	Metropolis		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $27,000.
Ship	Milan		...do	.....do.....do	...do		Appraised at $24,000.
Sloop	Music		Jan. 22	Chuckatuck creek	Commodore Morris		
Sloop	Mercury	Turpentine	Jan. 4	Charleston	Quaker City	New York	Condemned.
Schooner	Matilda			Matagorda bay	Henry Janes, &c		Wrecked.
Schooner	Margaret	Cotton	Feb. 1	Lat. 27° N., long. 83° W.	Tahoma, &c	Key West	Condemned.
Steamer	Moro	Pork, salt, &c	Feb. 3	Mississippi river	Queen of the West		Destroyed.
Schooner	Mail		Feb. 23		Potomac Flotilla		Released.
Brig	Minna	Salt, drugs, &c	Feb. 18	Shallot inlet	Victoria	New York	Condemned.
Brig	Magicienne		Jan. 28	Lat. 22°N., long. 28° W.	Onward		
Schooner	Mary Jane	Salt, soap, &c	Mar. 24	Wilmington	State of Georgia, &c	New York	Condemned.
Schooner	Minnie	Cotton	April 6	Lat. 26° N., long. 82° W.	Huntsville	Key West	
Schooner	Mattie	Coffee, salt, &c	April 13	Lat. 23° N., long. 83° W.	Annie	...do	
Schooner	Maggie Fulton	General	April 8	Indian river inlet	Gem of the Sea	...do	
Brig	Minnie	Salt	April 20	Bull's bay	Ladona	Philadelphia	
Schooner	Major E. Willis		April 19	Charleston	Powhatan	...do	Condemned.
Schooner	Martha Ann	Assorted	April 24	Chesapeake bay	Western World, &c	Washington	Do.
		Merchandise, lot of	May 13-14	Urbana, Va	Currituck, &c	...do	
Schooner	Maria Bishop	Cotton	May 17	At sea	Courier	New York	
Schooner	Mignionette	Sutler's stores	May 19	Piney Point	Sophronia	Washington	
		Money, $10,455	June 1	Lawson's bay, Va	Primrose, &c	...do	
Schooner	Mississippian	Cotton	May 19	Gulf of Mexico	De Soto	Key West	
Steamer	Mobile			Yazoo City	Yazoo Pass expedition		Burnt.
Steamer	Magnolia				...do		Destroyed.
Schooner	Mary Jane		June 18	Clearwater harbor	Tahoma		Do
Schooner	Miriam	Cotton	...do	Brazos Santiago	Itasca		

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1863.				
Steamer	Merrimack	Turpentine, &c.	July 24	New inlet, N. C.	Iroquois	New York	Taken into naval service.
Steamer	Massachusetts		July 2	Baltimore, Md	Yankee	Fort McHenry	
Sloop	Music	Assorted	Sept. 17	Potomac river	Adolph Hugel	Washington	
Steamer	Montgomery	do	Sept. 13	Lat. 28° 32′ N., long. 89° 12′ W.	De Soto	New Orleans	
Schooner	Mack Canfield	Cotton	Aug. 25	Rio Grande	W. G. Anderson	do	
Schooner	May	Cargo of			Cœur de Lion, &c	Washington	Condemned.
British steamer	Mail	Cotton and specie	Oct. 15	At sea	Honduras and others	Key West	
British steamer	Martha Jane	do	Oct. 20	Near Cedar Keys	Anne, tender to Fort Henry	do	Do.
Steamer	Margaret and Jessie		Nov. 5	Off Wilmington	Keystone State and others	New York	Do.
Schooner	Matamoras	Assorted	Nov. 4	Off Rio Grande	Owasco and Virginia		
Schooner	Marshal J. Smith	Cotton	Dec. 9	Off Mobile	Kennebec	New Orleans	
Schooner	Maria Alberta		Nov. 27	Bayport, Florida	Two Sisters, tender to San Jacinto.	Key West	Do.
Sloop	Magnolia	Spirits and medicines	Dec. 16	Lat. 26° 15′ N.; lon. 82° W.	Ariel, tender to San Jacinto	do	Do.
Schooner	Mary Ann	Cotton	Nov. 26	Lat. 26° 22′ N.; lon. 97° W.	Antona		Destroyed.
Steamer	Minna	Assorted	Dec. 9	Lat. 23° 48′ N.; lon. 78° 3′ W.	Circassian	Boston	Condemned.
Schooner	Mary Campbell		Nov. 14	Near Pensacola	Bermuda	Pensacola	
			1864.				
Steamer	Mayflower	Cotton	Jan. 13	Sarasope Pass, Fla	Union	Key West	
Schooner	Minnie	Assorted	Jan. 15.	Mosquito inlet	Beauregard	do	
Sloop	Maria Louise	Cotton	Jan. 10	Jupiter inlet	Roebuck	do	
Sloop	Mary	do	Jan. 19	do	do	do	
Schooner	Mary Ann	do	Mar. 6	Off Wilmington	Grand Gulf	Boston	Condemned.
British schooner	M. P. Burton	Iron and shot	Mar. 11	Lat. 28° 50′ N.; lon. 95° 5′ W.	Aroostook		
Schooner	Marion	Assorted	Mar. 12	Gulf of Mexico	do		
Schooner	Mary Sorley	Cotton	April 4	Off Galveston	Sciota	New Orleans	Do.
Schooner	Maudoline	do	April 13	Atchafalaya bay	Nyanza	do	
British schooner	Maria Alfred	Assorted	do	Lat 28° 50′ N.; lon .95° 5′ W.	Rachel Seaman	do	
English steamer	Minnie	Cotton, gold, tobacco, &c.	May 9	Lat. 34 N.; lon. 75° 28′ W.	Connecticut	Boston	Do.
English schooner	Miriam		April 29	Lat. 25° 25′ N.; lon. 84° 30′ W.	Honeysuckle		
Schooner	M. O'Neill		May 5	Off Washington, N. C.	Valley City		Taken into service.
Steamer	Matagorda		July 8	Off coast of Texas	Kanawha and others		Destroyed.

Steamer	Matagorda	Cotton	Sept. 10	Lat. 22° 50′ N.; lon. 85° 47′ W.	Magnolia	Boston	
Schooner	Mary Bowers		Oct. 29	Off Charleston, S. C.	South Atlantic Block. Squadron		Destroyed.
Schooner	Medera	Cotton	Dec. 8	Pascagoular bar	J. P. Jackson and Stockdale	New Orleans	
Schooner	Mary	Cotton, &c.	Dec. 3	Lat. 32° N., long. 78° W	Mackinaw		
Sloop	Mary Ann	Cotton	Dec. 8	Off Pass Cabello, Texas	Itasca	New Orleans	Sloop destroyed. Cotton sent to New Orleans.
Schooner	Morris	....do	Dec. 19	Gulf of Mexico	Pocahontas	....do	
			1865.				
Schooner	Mary Ellen	In ballast	Jan. 3	Off Velasco, Texas	Kanawha	New Orleans	
Schooner	Matilda	Cotton, &c.	Feb. 11	Off Pass Cabello, Texas	Penobscot	....do	
Schooner	Mary Agnes	Cordage, wines, &c.	Feb. 18	Aransas Pass, Texas	....do		Set on fire and sunk.
Schooner	Matilde	Rope, liquors, &c.	Feb. 11	Near Pass Cabello, Tex	do	New Orleans	
Schooner	Malta	Cotton	Mar. 3	Bayou Vermillion, La.	Glide		
Schooner	Mary	Shoes, rum, &c.	Mar. 16	Indian river, Fla.	Pursuit	Key West	
Steamer	Morgan						Rebel gunboat surrendered by Com. Farrand, (reb.)
Steamer	Mab			Charleston, S. C.			Taken into service.
Iron-clad (rebel)	Missouri		June 3	Red river			Surrender'd June 3, 1865, to naval forces. Appraised at $100, 000.
Steamer	Mary T. Cotton		do	....do			Surrender'd June 3, 1865, to naval forces. Appraised at $56, 000.
			1861.				
Ship	North Carolina	In ballast	May 14	Hampton Roads	Minnesota	New York	Condemned.
Brig	Nahum Stetson	Specie, $2, 000	June 19	Mouth Mississippi river.	Brooklyn, &c.	Key West	Do.
			1862.				
Schooner	Napoleon	Cotton, &c.	Mar. 14	Newbern	Rowan's expedition	New York	Do.
Schooner	New Island		April 2	Apalachicola	Mercedita, &c.		Burnt.
Schooner	Newcastle	Turpentine, &c.	May 11	Lat. 23° N., long. 83° W	Bainbridge	Key West	Condemned.
Sloop	New Eagle	Cotton	May 15	Coast Cuba	Sea Foam	New York	Do.
Steamer	Nassau	Rifles, &c.	May 28	Wilmington	State of Georgia, &c.	....do	Do.
Brig	Napier	Salt	July 29	....do	Mount Vernon, &c.	Philadelphia	Do.
Schooner	Nathaniel Taylor		April 8	Pasquotank river, N. C	Commodore Perry, &c.	New York	Do.
Schooner	Nellie	Drugs, &c.	Sept. 23	Ossabaw sound, Ga.	Alabama	Philadelphia	Do.
Schooner	Nonsuch	Coffee, &c.	Dec. 1	Bahama Banks	Tioga	Key West	Do.
Steamer	Neustra Sonora de Regla		do	Port Royal	General Sherman, &c.		Restored.
Steamer	Naniope	Sugar, &c.	do		Diana		
			1863.				
Steamer	Nashville		Feb. 28	Fort McAllister	Montauk		Destroyed.
Steamer	Nicolai 1st	Ammunition, &c.	Mar. 21	Cape Fear river	Victoria, &c.	New York	Condemned.
Sloop	Neptune	Cotton	April 19	Charleston	South Atlantic Block. Squadron	....do	
Schooner	Nellie	....do	Mar. 29	Port Royal	South Carolina	....do	
Schooner	New Year	Cotton, &c.	April 26	Tortugas	Sagamore	Key West	
Schooner	Nymph	General	April 22	Coast of Texas	Rachel Seaman	New York	
Steamer	Natchez		May —		Yazoo Pass expedition		Destroyed.
Schooner	Nanjemoy	None	July 15	Cone river	Yankee	Washington	
Steamer	Nita	Pork, beef, &c.	Aug. 17	Gulf of Mexico	De Soto	Key West	
Steamer	Neptune		June 14	Lat. 25° N., long. 85° W	Lackawanna	New York	Taken into naval service.

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1864.				
Steamer	Nutfield	Munitions of war	Feb. 4	New River inlet	Sassacus		Destroyed.
Steamer	Nan-Nan	Cotton	Feb. 24	Suwannee river	Nita		do.
Sloop	Nina	Assorted	Feb. 27	Indian river	Roebuck	Key West	
Sloop	Neptune	Cotton	May 6	Tampa Bay	Sunflower	New York	Condemned.
Steamer	Night Hawk		Sept. 29		Niphon		Destroyed.
Schooner	Neptune	In ballast	Nov. 19	Off Brazos de Santiago, Texas.	Princess Royal	New Orleans	
			1865.				
Steamer	Nansemond		April —	Richmond, Va			Destroyed by rebels to prevent capture.
Iron-clad (rebel)	Nashville		May 10				Surrendered by Com. Farrand, (rebel.)
			1861.				
Bark	Octavia		May 16	Hampton Roads	Star		Released.
Schooner	Olive Branch	Turpentine	June 23	Mississippi sound	Massachusetts	Key West	
Schooner	Ocean Wave	Coffee	Sept. 9	Hatteras inlet	Pawnee	Philadelphia	Condemned.
Pungy	Ocean Wave		July 18	Potomac river	Resolute	Washington	
Schooner	Olive	Lumber	Nov. 22	Mississippi sound	New London, &c	New York	Do.
Sloop	Osceola	None	Dec. 9	do	do	do	Do.
			1862.				
Schooner	Olive Branch	Turpentine	Jan. 21	Coast of Florida	Kingfisher, &c	Key West	Do.
Schooner	Ocilla		Jan. 10	Cedar Keys	Hatteras		Destroyed.
Sloop	O. K		Feb. —	do	Santiago de Cuba		Swamped.
Steamer	Old North State		Mar. 14	Newbern	Rowan's expedition		Taken for use of govern't.
Sloop	Octavia	None	April 2	Appalachicola	Mercedita	Key West	Condemned.
Schooner	Orion	Assorted	July 24	Lat. 22° N., long. 87° W	Quaker City	do	Do.
Steamer	Ouachita	Arms, &c	Oct. 14	Ccast of Carolina	Memphis	New York	Do.
Schooner	Orion		Dec. —		Calhoun		
			1863.				
Barkantine	Ocean Eagle		Jan. 19	New Orleans	Admiral Farragut's fleet		Appraised at $9, 000.
Schooner	Odd Fellow	Turpentine, &c	April 15	Little River inlet, N. C	Monticello	New York	Condemned.
Schooner	Oliver S. Breeze		May 16	Anclote Key	Two Sisters		
Steamer	Oconee	Cotton	Aug. —	Near Savannah			Sunk.
British schooner	Ocean Bird	Salt	Oct. 23	Off St. Augustine inlet	Norfolk packet	Port Royal	Cargo condemned.
			1864.				
Sloop	Oscar	Cotton	May 1	Lat. 26° 5′ N.; long. 83° 20′ W	Fox, tender to S. Jacinto	Key West	
English schooner	O. K	Assorted	April 27	Coast of Florida	Union	do	
Schooner	Oramoneta	Munitions of war	April 18	Off St. Augustine, Fla	Beauregard		
Schooner	Oregon		Aug. 24	Biloxi bay	Narcissus	New Orleans	
			1861.				
Bark	Pioneer	Salt	May 25	Hampton Roads	Minnesota	New York	Condemned.
Ship	Perthshire	Cotton	June 9	Gulf of Mexico	Massachusetts		Released.

Bark	Pilgrim	Liquor	June 7	Pass à l'Outre	Brooklyn	Key West	Cargo restored.
Schooner	Petrel	None	July 28	Charleston	St. Lawrence		Destroyed.
Schooner	Prince Leopold		Aug. 22	New York	Collector of the port	New York	Condemned.
Schooner	Prince Alfred	Rum, sugar, &c	Sept. 28	Hatteras inlet	Susquehanna	Philadelphia	Do.
Schooner	Prince of Wales	Salt and oranges	Dec. 24	Georgetown	Gem of the Sea		Burnt.
			1862.				
Schooner	P. A. Sanders		Mar. 14	Newbern	Rowan's expedition	Philadelphia	
Schooner	Palma		do	do	do	New York	
Sloop	Pioneer		Feb. 20	Rio Grande	Portsmouth		Destroyed.
Schooner	President	Cotton	Mar. 16	Mississippi river	Owasco	Key West	Condemned.
Steamer	P. C. Wallis	Rosin, pitch, &c	April 4	Pass Christiana	Hatteras, &c		Taken by General Butler.
Sloop	Poody	Assorted	May 17	Vermillion bay	Hatteras	New Orleans	
Steamer	Patras	Powder, arms, &c	May 26	Charleston	Bienville	New York	Condemned.
Schooner	Providence	Salt, cigars, &c	May 29	do	do	Philadelphia	Do.
Schooner	Princeton	Drugs, &c	June —	Tortugas banks	Susquehanna	Key West	Do.
Schooner	Planter		May 7	Pamunkey river	Currituck	Washington	
Steamer	Post Boy		Mar. 14		Vessels in sounds of N. Carolina		
Schooner	Pathfinder		Nov. 2		Penobscot		Destroyed.
Sloop	Pointer	Assorted	Oct. 31		Reliance	Washington	Condemned.
Boat	Prize		Dec. 20		Octorara	Key West	Do.
			1863.				
Sloop	Potter	Oysters, &c	June 3	Potomac river	Currituck		Released.
Schooner	Pride	Salt, drugs, &c	June 21	Frying Pan shoals	Chocura	Washington	Condemned.
Steamer	Pearl		June 20		Tioga	Key West	
Steamer	Princess Royal	Assorted	June 29	Charleston	Unadilla, &c	Philadelphia	Do.
Steamer	Peterhoff	do	Feb. 25	St. Thomas	Vanderbilt	New York	Do.
Sloop	Petee	Salt	Mar. 10		Gem of the Sea		Destroyed.
Schooner	Pacifique		Mar. 27	St. Mark's	Stars and Stripes		Restored.
Schooner	Pushmataha	Cotton	June 13	Tortugas	Sunflower	Key West	
Steamer	Planter	Cotton, &c	June 15	Lat. 27° N., long. 86° W	Lackawanna		
Steamer	Powerful		Dec. 20	Suwannee river	Fox, tender to S. Jacinto		Destroyed.
Steamer	Phantom		Sept. 23	Near Rich inlet, N. C	Connecticut		Burnt.
			1864.				
Steamer	Presto		Feb. 2	Sullivan's island	Lehigh and others		Chased ashore and burnt.
Steamer	Pet		Feb. 16	Off Lockwood's Folly inlet.	Montgomery	Boston	
Sloop	Persis	Cotton	Mar. 12	Off Wassaw sound, Ga.	Massachusetts and others		Unseaworthy.
Steamer	Pevensey		June 9		Newbern		Blown up.
Schooner	Pocahontas	Cotton and tobacco	July 8		Azalia and Sweet Brier	Philadelphia	
Schooner	Prince Albert		Oct. 29	Off Charleston, S. C	South Atlantic Block. Squadron		Sunk. Total loss.
Schooner	Pancha Larispa	Gunny bags, &c	Oct. 27	Off Velasco, Texas	Sciota	New Orleans	
Small Boat	Peep O'Day	Cotton		Near Indian river, Fla.	Pursuit		
Steamer	Petrel	Munitions	Dec. 15	New inlet, N. C			Totally destroyed.
Sloop	Pickwick	Contraband of war	Dec. 6	Coast of Florida	Sunflower	Key West	
			1865.				
Schooner	Pet	Cotton	Feb. 7	Galveston bay	Boat expedition		
Sloop	Phantom	Iron, liquors, &c	Mar. 3	Suwannee river	Honeysuckle	Key West	
Steamer	Philadelphia		Jan. —	Sounds of N. C			
Steamer (rebel)	Patrick Henry		April —	Richmond, Va			Destroyed by the rebels to prevent capture.
			1863.				
Ram	Queen of the West		April —	Red river, Ark	Estrella, &c		Destroyed.

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1861.				
Schooner	Ring Dove	Iron, &c	July 16	Eastern Shore, Md	Potomac flotilla		Released.
Sloop	Richard Lacey	Wood		Potomac river	Thomas Freeborn	Washington	
Schooner	Remittance	Tobacco, &c	Aug. 28	do	Yankee	do	
Schooner	Revere	Salt, fish, &c	Sept. 10	Beaufort, N. C.	Cambridge	Boston	Condemned.
Schooner	Reindeer	Salt			Dart		Scuttled.
Armed rebel sch'r.	Royal Yacht	Fire-arms	Nov. 7	Galveston	Expedition from Santee		Vessel burnt.
			1862.				
Sloop	Rattler		Jan. 10	Cedar Keys	Hatteras		Destroyed.
Schooner	Rose	Cotton	April 2	Appalachicola	Mercedita, &c	Key West	Condemned.
Schooner	Reindeer	None	April 20	Potomac river	Potomac flotilla		Abandoned.
Schooner	R. C. Files	Cotton	do	Mobile	Kanawha	Key West	Condemned.
Schooner	Rebecca	Salt	May 29	Charleston	Bienville	Philadelphia	Do.
Schooner	Rowena	Lead, &c	June 6	Stono inlet	Pawnee and others	do	Do.
Schooner	Richard O. Bryan	Drugs, &c	June 4	Coast of Texas	Rhode Island	Boston	Do.
Schooner	Resolution	Wood	April 4	Pass Christian	Hatteras		Transferred to the army.
Schooner	Reindeer	Cotton	July 9	Coast of Texas	Arthur	New York	Condemned.
Steamer	Reliance	do	July 21		Huntsville	Key West	Do.
Schooner	Rambler	do	Sept. 9	Lat. 28° N., long. 94° W	Connecticut	Ship island	
Schooner	Rising Sun		Sept. 5		Wyandank	Washington	Do.
Schooner	Revere	Salt, &c	Oct. 11	Cape Fear river	Monticello, &c	New York	Do.
Brig	Robert Bruce	Shoes, &c	Oct. 22	Shallot inlet, N. C	Penobscot	do	Do.
Schooner	Reindeer	Cotton	Sept. 17		W. G. Anderson	do	Do.
Schooner	Racer	Salt	Oct. 30	New inlet, N. C	Daylight		
			1863.				
Schooner	Rising Dawn	Salt	Jan. 10		Octorara	Key West	Released.
Sloop	Richards	Salt, coffee, &c	Feb. 1	Bocos Grande	Two Sisters	do	
Schooner	Rowena				New Era		
Steamer	Rose Hamilton		Feb. 12	Carson's landing	Conestoga, &c		
Sloop	Relanpago	Coffee, &c	Mar. 4	Charlotte harbor, Fla	J. S. Chambers	Key West	
Sloop	Rosalie	Assorted	Mar. 16	Lat. 26° N., long. 76° W	Octorara	do	Condemned.
Sloop	Ranger	Powder, &c	Mar. 25	Crystal river	Fort Henry, &c	do	
Schooner	Rising Dawn	Salt, &c	do	New inlet	Mount Vernon, &c	New York	Do.
Schooner	Royal Yacht	Cotton	April 15	Galveston	W. G. Anderson	Key West	
Schooner	Ripple	do	May 18	Mobile	Kanawha	do	
Schooner	Rapid	do	April 24	Gulf of Mexico	De Soto	do	
Steamer	R. J. Lockland		May 24		Yazoo Pass expedition		Burnt.
Ram	Republic			Yazoo City	do		Do.
Sloop	Richard Vaux	Old iron, &c	June 20	Potomac river	Primrose	Washington	
Schooner	Rebekah		June 18	Lat. 27° N., long. 83° W	J. S. Chambers	Key West	
Sloop	Relempago	Assorted	July 14	Lat. 25° N., long. 82° W	Jasmine	do	
Schooner	Revenge	Sugar, &c	July 21	Calcasieu	Owasco		Destroyed.
Schooner	Renshaw		July —	Washington, N. C	Louisiana		

Sloop	Richard	Cotton	Aug. 31	Charlotte harbor	Gem of the Sea	Key West
Schooner	Robert Knowles		Sept. 15		Cœur de Leon	Washington
Steamer	R. E. Lee, for'rly Giraffe	Munitions of war	Nov. 9	Off Wilmington	James Adger	Boston
British schooner	Ring Dove	Salt, &c	Dec. 17	Off Indian river, Fla	Roebuck	Key West — Condemned.
Mexican schooner	Raton del Nilo	Coffee, sugar, &c	Dec. 3	East of Padre island, Texas.	New London	New Orleans
			1864.			
Steamer	Rosita	Assorted	Jan. 28	Gulf	Western Metropolis	
Schooner	Roebuck	....do	Jan. 7	Lat. 26° 23′ N.; long. 83° 59′ W.	San Jacinto	
Steamer	Ranger		Jan. 11	Near Lockwood's Folly inlet.	Minnesota and others	— Destroyed.
Sloop	Racer	Cotton	Jan. 31	Off Cape Canaveral	Beauregard	Key West
Schooner	Rebel	Assorted	Feb. 29	Indian river	Roebuck	....do
Sloop	Rosina		April 13	San Luis Pass	Virginia	— Do.
Sloop	Resolute	None	May 12	Cape Canaveral	Beauregard	Key West
Steamer	Rose	Assorted	June 2	Off Georgetown	Wansutta	— Run ashore and destroyed.
British schooner	R. S. Hood		June 9	Lat. 28°2′ N.; long. 77° W	Proteus	Key West
British steamer	Rouen		July 2	Lat. 32° 50′ N.; long. 75° 40′ W.	Keystone State	Boston
Sloop	Racer		Aug. 2	Off Bull's bay	Hope	Beaufort
Sloop	Reliance	Assorted	Nov. 9	Mobjack bay, Va	Stepping Stones	
			1865.			
Steamer	Ruby	Lead, &c	Feb. 27	At sea	Proteus	New York
Schooner	Rob Roy		Mar. 2	Steinhatchie river, Fla	Fox	— Run ashore and burnt.
Iron-clad (rebel)	Richmond		April —	Richmond, Va		— Destroyed by rebels to prevent capture.
Iron-clad (rebel)	Roanoke		April —	Richmond, Va		— Destroyed by rebels to prevent capture.
Brig	R. H. Vermilyea	Coffee, shoes, &c	Mar. 12	Lat. 27° N., long. 96° W.	Quaker City	
			1861.			
Schooner	Soledad Cos	Coffee	Sept. 11	Galveston	South Carolina	New York — Condemned.
Schooner	Sarah and Mary	Coal	May 1	Hampton roads	Cumberland	— Vessel released.
Bark	Star	Tobacco	May 17	....do	Minnesota	New York
Schooner	Savannah	None	June 3	Charleston	Perry	....do — Condemned.
Bark	Sallie Magee	Coffee, &c	June 26	Hampton roads	Quaker City	....do — Do.
Schooner	Sally Mears		July 1	....do	Minnesota	Washington — Do.
Schooner	Sam Houston	In ballast	July 7	Galveston	South Carolina	
Schooner	Shark	Assorted	July 4	....do	....do	New York — Do.
Bark	Solferino		June 26	Rattlesnake shoals	Vandalia, &c	— Released.
Schooner	Sarah Starr	Turpentine	Aug. 3	Wilmington	Wabash	New York — Condemned.
Schooner	Susan Jane	Assorted	Sept. 10	Hatteras inlet	Pawnee	Philadelphia — Do.
Schooner	San Juan	Salt, sugar, &c	Sept. 28	....do	Susquehanna	....do — Do.
Schooner	Specie	Rice	Oct. 12	Lat. 31° N., long. 80° W.	Dale	....do — Do.
Steamer	Salvor	Arms, &c	Oct. 13	Tortugas	Keystone State	....do — Do.
Schooner	Somerset		June 8	Maryland	Resolute	— Destroyed.
Schooner	S. T. Garrison				Louisiana	— Released.
Schooner	Sarah and Caroline	Turpentine	Dec. 11	St. John's river	Bienville	New York — Condemned.
			1862.			
Schooner	Stephen Hart	Arms, &c	Jan. 29	Lat. 24° N., long. 82° W.	Supply	New York — Do.
Schooner	Stag		Jan. 10	Cedar keys	Hatteras	— Destroyed.
Schooner	Star		Feb. 8	Bayou Lafourche	De Soto	
Steamer	Sea Bird		Feb. —	Roanoke island	Rowan's expedition	— Do.

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	Spitfire		Mar. —	West coast of Florida	Ethan Allen		Sunk.
Schooner	Sarah A. Falconer		Mar. 14	Newbern	Rowan's expedition	New York	
Schooner	Sarah Ann	Corn	April —	Potomac river	Potomac flotilla		Abandoned.
Schooner	Sidney C. Jones	None	....do	....do	....do		Do.
Schooner	Sea Foam	Assorted	....do	....do	....do		
Schooner	Southern Independence	Cotton, &c	April 10	Off Mobile	Kanawha	Boston	Condemned.
Schooner	Sarah		May 1	Bull's bay	Onward		Burnt.
Steamer	Stettin	Saltpetre, drugs, &c	May 24	Charleston	Bienville	New York	Condemned.
Steamer	Swan	Cotton and rosin	....do	Lat. 23° N., long. 82° W.	Bainbridge, &c	Key West	Do.
Sloop	Sarah	Cotton	May 15	Coast of Cuba	Sea Foam	New York	Do.
Steamer	Sovereign		June 5	Memphis	Western flotilla		
Steamer	Sumter		June 6	....do	....do		
Schooner	Sereta		June 14	Shallow inlet, N. C	Penobscot		Burnt.
Steamer	Sarah	Cotton	June 20	Charleston	Keystone State, &c	Philadelphia	Condemned.
Steamer	Sarah	Sugar, &c	June 3	Berwick bay	Hatteras	Key West	Do.
Steamer	Susan Ann Howard		Mar. 14	Newbern	Vessels in sounds of N. C		Taken for use of govern't.
Steamer	Scuppernong	Lumber	June 9	Indian Town, N. C	General Putnam		
Steamer	Sabine		April 19			Washington	
Steamer	S. C. Jones		Aug. 11			....do	Released.
Steamer	Southerner		Sept. 22	Cone river	Wyandank	....do	
Steamer	Sunbeam	Arms, &c	Sept. 28	New inlet, N. C	State of Georgia, &c	New York	Condemned.
Sloop	Swan		Feb. —	Coast of Texas	Arthur		Abandoned.
Steamer	Scotia	Assorted	Oct. 24	Bull's bay	Restless	New York	Condemned.
Bark	Sophia		Nov. 4	Masonborough inlet	Daylight, &c		
Sloop	S. W. Green		Nov. 16		T. A. Ward	Washington	Do.
Steamer	Southern Merchant	Sugar, &c	Dec. —		Diana		
			1863.				
Steamer	St. Charles		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $17,000.
Steamer	Sallie Robinson		....do	....do	....do		Appraised at $20,000.
Schooner	Silas Henry		Jan. 8		Tahoma	Key West	Condemned.
Bark	Stonewall	None	Feb. 20	Point Rosa, Florida	Julia, &c	....do	Do.
Schooner	Springbok	Assorted	Feb. 3	Lat. 25° N., long. 73° W.	Sonoma	New York	Do.
Schooner	Sue	Salt, &c	Mar. 30	Little River inlet	Monticello	....do	Do.
Schooner	Surprise	Cotton	Mar. 13	Lat. 26° N., long. 83° W.	Huntsville	Key West	Do.
Steamer	St. John's	Assorted	April 18	Cape Romain inlet	Stettin	Boston	Do.
Schooner	St. George		April 22	Fort Fisher, N. C	Mount Vernon, &c	New York	
Schooner	Samuel First	None	May 6	Potomac river	Dragon		Released.
Schooner	Sarah Lavinia	....do	May 8	Currituman river	Primrose	Washington	Condemned.
Schooner	Sea Bird		May 13	Lat. 29° N., long. 87° W.	De Soto	Key West	
Schooner	Sea Lion	Cotton	May 9	Mobile	Aroostook, &c	....do	
Sloop	Secesh	Cotton, &c	May 15	Charleston	Canandaigua	Philadelphia	Do.
Steamer	Scotland		May 24		Yazoo Pass expedition		Burnt.

Steamer	Star of the West				do		Sunk.
Schooner	Star	None	May 30	Brazos Santiago	Brooklyn	Key West	
Schooner	Sea Drift	Drugs, &c.	June 22	Matagorda island	Itasca	do	
Schooner	Statesman		June 6	Tampa, Florida	Tahoma	do	
Schooner	Sarah		May 28	Great Wicomico	Satellite		Destroyed.
Sloop	Southern Star	Turpentine	Aug. 6	St. Martin's reef	Fort Henry	Key West	
Schooner	Southern Rights	Assorted	Aug. 8	Gilbert's bar	Sagamore		
Schooner	Shot	do	do	do	do	Key West	
Steamer	Sir Wm. Peel	Cotton	Aug. —	Off Rio Grande	Seminole	New Orleans	
Steamer	St. Mary's			Yazoo City	Mississippi squadron		Taken into naval service.
Steamer	Spaulding	Assorted	Oct. 8	Lat. 31° N., long. 80° W	Union	Philadelphia	
Steamer	Scottish Chief		Oct. 16	Tampa bay	Tahoma and Adela		Destroyed.
British bark	Saxon		Oct. 30	Coast of Africa	Vanderbilt	New York	
British schooner	Sallie	Salt	Dec. 20	Off Wilmington	Connecticut	Washington	
Bark	Science	Assorted	Nov. 5	Off Rio Grande	Owasco and Virginia		
			1864.				
British schooner	Silvanus		Jan. 2	Doboy sound, Ga	Huron		Chased ashore.
English schooner	Susan	Salt	Jan. 11	Off Jupiter inlet	Roebuck	Key West	
Schooner	Swift	Salt fish	Feb. 9	Wassaw sound	Patapsco		
Steamer	St. Mary's	Cotton	do	St. John's river	Norwich and others		Destroyed.
Steamer	Spunky		do	Fort Caswell, N. C			Wrecked.
Schooner	Stingray	Cotton	Feb. 29	Off Velasco, Texas	Penobscot	New Orleans	Condemned.
Steamer	Scotia	180 bales of cotton	Mar. 1	Lat. 32° 34′ N., long. 77° 18′ W,	Connecticut	Boston	Do.
Schooner	Sophia	Assorted	Mar. 3	Altamaha sound, Ga	Dan Smith and others	Washington	Abandoned on way to Washington; portion of cargo saved.
Schooner	Sylphide	do	Mar. 9	Off coast of Texas	Virginia	New Orleans	Condemned.
Sloop	Swallow	Cotton, &c	Mar. 20	Off Elbow light	Tioga	Boston	
Schooner	Spunky	Cotton	April 7	Off Cape Canaveral	Beauregard	St. Augustine	
Steamer	Siren	Liquors, &c	June 5	South of Cape Lookout	Keystone State	Washington	
Sloop	Sarah Mary	Cotton	June 26	Mosquito inlet	Norfolk packet	Philadelphia	
Steamer	Selma		Aug. 5	Mobile bay	W. Gulf blockading squadron		Taken into naval service.
Schooner	Sea Witch	Coffee, &c	Dec. 31	Lat. 27° N., long. 93° W.	Metacomet	New Orleans	
Schooner	Sybil	Cotton	Nov. 21		Iosco	New York	
Steamer	Susanna	do	Nov. 27	Off Campeachy banks	Metacomet	Philadelphia	
Schooner	Sorts	do	Dec. 10	Anclote keys	O. H. Lee	Key West	
			1865.				
Steamer	Stag	Arms, shoes, &c	Jan. 19	Cape Fear river	Malvern and others	New York	
Steamer	Syren	Assorted	Feb. 18	Charleston, S. C	Gladiolus and others	Boston	
Schooner	Salvador	do	Feb. 25	At sea	Marigold		
Schooner	Sort	do	Feb. 28	Cedar keys, Fla	Honeysuckle	Key West	
Brig	Sarah M. Newhall			S. A. squadron		New York	Released.
Steamer (rebel)	Shrapnell		April —	Richmond, Va			Destroyed by rebels to prevent capture.
Steamer (rebel)	Spray					Key West	Surrend'ed at Tallahassee.
			1861.				
Schooner	Theresa C	Cotton	May 4	Hampton roads	Cumberland		Vessel released.
Schooner	Tropic Wind		May 20	do	Minnesota		Released.
Schooner	Tros Freres	Iron	June 23	Mississippi sound	Massachusetts	Key West	
Schooner	Tom Hicks	Lumber	July 9	Galveston	South Carolina		Vessel sunk.
Schooner	T. J. Chambers	do		do	do	Pensacola	

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1861.				
Schooner	Teaser		July 5	Potomac river	Dana		Released.
Sloop	T. J. Evans	Pistols, &c	Sept. 1	Chesapeake bay	....do	Washington	Do.
Ship	Thomas Watson	Salt	Oct. 15	Charleston	Roanoke, &c		Burnt.
Sloop	T. W. Riley		Nov. 6	Rappahannock river	Cambridge		Do.
			1862.				
Spanish bark	Teresita	Assorted	Jan. 30	Yucatan bank	Kingfisher	Key West	
Schooner	Theo. Stoney	Rice	Feb. 14	Bull's bay	Restless		Do.
Steamer	Tubal Cain	Contraband	July 24	Lat. 31° N., long. 78° W.	Octorara	New York	Condemned.
Schooner	Telegraph						
Tug	Teaser		July 4	James river	Maratanza		Taken for use of govern't.
Schooner	Troy	Cotton	Aug. 13	Sabine Pass	Kensington	New York	Condemned.
Sloop	Thomas Reilly		Oct. —	Quantico creek	Freeborn	Washington	Do.
Schooner	Two Sisters	Gunny bags, &c	Sept. 21	Rio Grande	Albatross	Key West	Do.
Schooner	Theresa	Salt, &c	Sept. 4	Lat. 28° N., long. 93° W.	W. G. Anderson	....do	Do.
Schooner	Trier	General	Oct. 28		Sagamore	....do	Do.
	Tobacco, 4 boxes			Mobjack bay	Crusader		Taken for use of govern't.
			1863.				
Steamer	Tennessee		Jan. 19	New Orleans, La	Admiral Farragut's fleet		Appraised at $96,000.
Schooner	Time	Salt	Jan. 23	New inlet	Cambridge	Philadelphia	
Schooner	Theresa		Mar. 16	Lat. 27° N., long. 83° W.	H. Hudson	Key West	
Schooner	Tampico	Cotton	Mar. 3	Sabine Pass	Cayuga, &c	New York	Taken for use of govern't.
Schooner	Three Brothers	None	Aug. 17	Great Wicomico	Satellite	Washington	
	Turpentine, 11 barrels		July 24	Cape Canaveral	Sagamore	Key West	
Steamer	Tom Sugg		July —	Tensas river	Mississippi squadron	Springfield	Taken into naval service.
Steamer	Three Brothers		Oct. 21	Potomac river	Currituck and Fuchsia	Washington	Condemned.
Spanish bark	Teresita	Cotton	Nov. —	Near Rio Grande	Granite City	New Orleans	
			1864.				
British sloop	Two Brothers	Salt, &c	Feb. 25	Off Indian river	Roebuck	Key West	
Schooner	Three Brothers		April 11	Homasassa river	Nita	....do	
Steamer	Tristram Shandy	Cotton, tobacco, &c	May 15	Lat. 34° 6′ N.; long. 77° 27′ W.	Kansas	Boston	Condemned.
Steamer	Thistle		June 4	Lat. 32° 38′ N.; long. 75° 55′ W.	Fort Jackson	....do	
English schooner	Terrapin	Cotton and turpentine	July 10	Off Indian river inlet	Roebuck	Key West	
Rebel ram	Tennessee		Aug. 5	Mobile bay	W. Gulf blockading squadron		Taken into service; appraised at $595,000.
			1865.				
Schooner	Triumph	Assorted	Jan. —	Perquimon's river, N. C.	Wyalusing		
Sloop	Telemico	Cotton	Mar. 16	Lat. 25° N.; long. 96° W	Quaker City		Taken into service.
Rebel ram	Texas		Mar. —	Richmond, Va	Part of N. A. B. Squadron		On the stocks—unfinished.
	Torpedo		Mar. —	Richmond, Va			Destroyed by rebels to prevent capture.

Steamer	Transport			Charleston, S. C			
			1861.				
Schooner	Union	Provisions	June 5		Harriet Lane		
			1862.				
Schooner	Uncle Mose	Cotton	July 7	Coast of Yucatan	Tahoma	Key West	Condemned.
Steamer	Union	...do	Aug. 25	Lat. 23° N.; long. 85° W	J. S. Chambers	...do	Do.
			1863.				
Steamer	Union	Assorted	May 19	Lat. 27° N.; long. 85° W	Huntsville	Key West	
			1861.				
Schooner	Venus	Lumber	July 4	Galveston	South Carolina		Released.
Schooner	Velasco	Sugar	July 18	Coast of North Carolina	Albatross	New York	Cargo released.
Schooner	Venus	Lead, copper, &c	Dec. 26	Lat. 28° N.; long. 93° W	Rhode Island	...do	Condemned.
Schooner	Victoria	Cotton	Dec. 3	Point Isabel	Santiago de Cuba	Key West	
			1862.				
Schooner	Victoria	...do	April 10	Mobile	Kanawha	Boston	Do.
Schooner	Venus	...do	May 15	Lake Ponchartrain	Calhoun	Key West	Restored.
Schooner	Volante	Salt, fish, &c	July 2	Georgetown, S. C	Gem of the Sea, &c	Philadelphia	Condemned.
Schooner	Victoria	Cotton	July 12	Lat. 26° N.; long. 76° W	Mercedita	Key West	Do.
Sloop	Venture	Flour, rice, &c	June 19	Mobile bay	Morning Light	New Orleans	
Schooner	Velocity	Rope, &c	Sept. 30		Crocker's expedition		
			1863.				
Steamer	Virginia	Assorted	Jan. 18	Mugue's island	Wachusett	Key West	Do.
Schooner	Vesta	Sutler's stores	Feb. 28	Piney Point	Wyandank	Washington	
Steamer	Victoria		May 28	Havana	Juniata		
Sloop	Victoria	Assorted	May 30	Point Isabel	Brooklyn		Burnt.
Steamer	Victory	Cotton, &c	June 21	Lat. 25° N.; long. 75° W	Santiago de Cuba	Boston	Taken into naval service.
Steamer	Venus	Lead, bacon, coffee, &c	Oct. 21	New inlet, N. C	Nansemond		Chased ashore and destroyed.
Brig	Volante	Assorted	Nov. 5	Off Rio Grande	Owasco and Virginia	Philadelphia	Condemned.
British schooner	Volante	Salt, &c	...do	Off Cape Canaveral	Beauregard	Key West	Do.
			1864.				
Steamer	Vesta		Jan. 12	Between Tubb's river and Little inlet, N. C.			Completely wrecked.
Steamer	Vixen		Dec. 1	Lat. 32° N.; long. 78° W	Rhode Island		
			1865.				
Rebel iron-clad	Virginia		Mar. —	Richmond, Va			Destroyed by rebels to prevent capture. Mounted 4 guns.
			1861.				
Schooner	William and John	Tobacco	May 15	Hampton roads	Minnesota		Released.
Schooner	William Henry	..do	...do	...do	...do		Do.
Bark	Winifred	Coffee	May 25	Cape Henry	Quaker City	New York	Condemned.
Yacht	Wanderer		May 14	Key West	Crusader		
Schooner	William H. Northrop	Coffee, drugs, &c	Dec. 25	Cape Fear	Fernandina	New York	Do.
			1862.				
Schooner	Wyfe or Nye		Jan. 10	Cedar keys	Hatteras		Destroyed.
Sloop	William H. Middleton		...do	...do	...do		Do.
Schooner	Wave	Assorted	Feb. 1	Boca Chico	Portsmouth	New York	Condemned.
Schooner	Wandoo	Rice	Feb. 14	Bull's bay	Restless		Sunk.
Schooner	William Mallory	Assorted	Mar. 5	St. Andrew's bay	Water Witch	Key West	Condemned.
Schooner	Wave	Cotton	April 19	Georgetown	G. W. Blunt	Philadelphia	Do.

Statement of vessels captured and destroyed for violation of the blockade, &c.—Continued.

Class.	Name.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
			1862.				
Schooner	W. C. Bee	Cotton	April 23		Santiago de Cuba	Key West	Condemned.
Schooner	Winter Shrub	Salt, herrings, &c	May 21	Keel's creek, N. C	Hunchback, &c	Philadelphia	Do.
Steamer	Whiteman		May 6	Lake Pontchartrain	Calhoun		Taken by General Butler.
Schooner	Will o' the Wisp	Powder, caps, &c	June 3	Rio Grande	Montgomery	Key West	Released.
Sloop	Water Witch		May 5		Currituck, &c	Washington	
Sloop	Wave	Salt, &c	June 27	Mississippi sound	Bohio	New York	Vessel released.
Steamer	Wilson		July 9	Hamilton, N. C	Commodore Perry, &c		Taken for use of government.
Schooner	William	Cotton	July 1	Sabine lake, La	De Soto	Key West	Condemned.
Schooner	West Florida				Kensington, &c	Pensacola	
Schooner	Water Witch	Assorted	Sept. 27	Corpus Christi	Arthur		
Schooner	Wave	Cotton, &c	Nov. 4		E. B. Hale		
Schooner	Water Witch	Salt, &c	Aug. 24	Arizona Pass	Corypheus	New York	Do.
Sloop	William E. Chester	Cotton	Nov. 20		Montgomery	Key West	Do.
			1863.				
Schooner	William H. Harrison		Jan. 24				
Steamer	William A. Knapp				New Era		
	White Cloud						
Steamer	Wave Queen	Assorted	Feb. 25	North Santee	Conemaugh	Philadelphia	
Schooner	Wanderer	Salt and fish	May 2		Sacramento	do	Condemned.
Schooner	W. Y. Leitch	Salt	April 20	Lat. 26° N.; long. 76° W	Octorara	Key West	
Schooner	Wonder		May 13	Port Royal, S. C	Wabash, &c	Philadelphia	
Steamer	William Bagley	Cotton	July 18		De Soto, &c		
Schooner	Wave	do	Aug. 22	Lat. 26° N.; long. 96° W	Cayuga	New Orleans	
British schooner	William		Oct. 28		Mercedita		Released.
Steamer	Warrior	Coffee, cigars, and dry goods.	Aug. 16	Lat. 26° N.; long. 86° W	Gertrude	New Orleans	
			1864.				
British schooner	William	Salt, &c	Jan. 13	Off Suwannee river	Two Sisters, tender to San Jacinto.		
Schooner	Wm. A. Kain	Cotton and tobacco	Jan. 22	St. Andrew's bay	Restless	Key West	
Steamer	Wild Dayrell	Assorted	Feb. 1	Stump inlet, N. C	Norwich, &c		Destroyed.
Schooner	Wm. Douglass		Feb. 15	San Luis Pass	Virginia	New Orleans	
Schooner	Wild Pigeon		Mar. 21	Florida coast	Hendrick Hudson		Run down by collision.
Steamer	Wando	Cotton	Oct. 21	Lat. 33° 5′ N.; long. 76° 40′ W	Fort Jackson	Boston	
Schooner	Watchful	Lumber, oil, &c	Sept. 27	Lat. 28° 46′ N.; long. 90° 53′ W	Arkansas	New Orleans	
			1865.				
Steamer	Will o' the Wisp		Feb. 9	Off Galveston, Texas			Destroyed.
Steamer	Winona		Jan. 21	Mississippi Squadron		New Orleans	
			1861.				
Tug	Young America	None	April 24	Hampton roads	Cumberland		Taken into service.
Rebel priv'r sch'r	York		Aug. —	Cape Hatteras	Union		Destroyed.

			1864.				
British sloop	Young Racer		Jan. 14	Near Jupiter's inlet	Roebuck		Wrecked.
Steamer	Young Republic	Cotton and tobacco	May 6	Lat. 32° 10′ N.; long. 78° 49′ W	Grand Gulf	Boston	
Sloop	Yankee Doodle	Cotton	June 10	Entrance to Pearl river, Miss	Elk	New Orleans	
			1861.				
Schooner	Zeland	Ballast-laden	Nov. 21	Off Tampico bay	Connecticut	Key West	Released.
Schooner	Zavala		Oct. 1	Vermillion bay	Huntsville	New York	Condemned.
Schooner	Zulima				New London	Boston	Vessel destroyed; cargo taken for use of government.
Steamer	Zouave				Mississippi squadron	Springfield	
			1864.				
Sloop	Zion		Nov. 2		Adolph Hugel		

MISCELLANEOUS CAPTURES

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1861.				
Schooner		Dec. 11	Off St. John's river, Fla.	Bienville		Driven into the breakers.
Schooner		May 28	Potomac river	Resolute		Destroyed.
Schooner		Oct. 5	Chincoteague inlet	Louisiana		Burnt.
Schooner		Oct. 11	Quantico creek	Union		do.
Sloop		Aug. 16	Potomac river	Yankee		Destroyed.
Schooner		Nov. 15	St. Lone bar	Sam Houston		Wrecked.
Schooner			Pass Cavallo	Arthur		
Schooner	Coffee, &c	Dec. 15	St. Andrew's	Bienville		Burnt.
		1862.				
Bark	Cotton	Jan. 24		Mercedita, &c		Destroyed.
Schooner	do	Jan. 23	Mobile bar	Huntsville		Burnt.
Sail-boat		Jan. 10		Hatteras		Destroyed.
Launch		do		do		Do.
Ferry scow		do		do		Do.
1 iron windlass		Mar. 14	Roanoke, N. C	Naval expedition	Philadelphia	Condemned.
5 barrels of lard, &c					do	Do.
Schooner		Feb. 10	Elizabeth City	Commodore Perry	New York	Do.
Schooner		Jan. 22		Ariel	Key West	Do.
New gunboat		Feb. —		Rowan's expedition		
Schooner		Feb. 12	Edenton, N. C	Louisiana, &c		Destroyed.
Schooner		do	do	do		Do.
Schooner		do	do	do		Do.
Schooner				Lieut. Jeffers's expedition		Sunk.
Schooner				do		Do.
2 fishing schooners			Isle au Pied	New London		
9 fishing sloops			do	do		
Schooner		Mar. 3	Fernandina			
Schooner			Sullivan's island	S. Atlantic Blockad'g Squadron		Wrecked.
Sloop	Shad, &c	April —	Rappahannock river	Jacob Bell, &c		
Schooner	do	do	do	do		
Schooner	do	do	do	do		
Schooner				Hatteras		
Schooner		April 12	Coast of South Carolina	Huron		Do.
Schooner		April 26	Bull's bay	do		Do.
Schooner		May 8	Light-house inlet	Alabama		Chased ashore.
Schooner	Cotton			Santiago de Cuba	Key West	
Schooner	Powder	April 24	Cedar keys	Tahoma		Blown up.
Steamer		June 6	Memphis			
Steamer		do	do			
Steamer		do	do			
Steamer		do	do			
Schooner	Cotton	Mar. —	Near Sabine river	Santiago de Cuba		Burnt.
Bark	800 slaves	June 17	Table Land of Mariel	Amanda	Key West	

Schooner, (supposed to be Monticello)		June —	Fort Morgan	Kanawha		Burnt.
Long gig		May —	West Point, Virginia	Corwin, &c		
Launch	Army stores	May 4	Coppohosal	do		
Schooner		July —	Coast of Texas	Rhode Island		Chased ashore.
1,200 bars railroad iron			St. Simon's sound, Ga	Naval expedition	Philadelphia	Condemned.
Steamer			Newbern, N. C	do		Destroyed.
Steamer		Mar. 21		Delaware		Burnt.
Sloop	Salt, &c	Aug. 11	Potomac river			Chased ashore.
Schooner		Aug. 12	Sturgeon creek			Do.
Sloop		do	do			Do.
Sloop	Cotton	July 10		Arthur		
A wharf boat		July 29	Eunice	Pittsburg		
Schooner	Arms	Sept. 26	New inlet, N. C	State of Georgia		Destroyed.
An old launch		Oct. 1	Quantico creek	Eureka		
Three boats		Oct. 3–5		T. A. Ward		
One seven-oared boat		Oct. 9		do		
Metallic life-boat	Merchandise	Oct. 17		Jacob Bell		
Two canoes		Oct. 24	Potomac river	Matthew Vassar		
Three boats		Nov. 1		Freeborn		Two of them destroyed.
One seine boat		Nov. 16		T. A. Ward		
Schooner		Nov. 17	Masonborough inlet	Cambridge		Driven ashore.
Brig		do		Daylight		Do.
Schooner	Rosin, &c	Nov. 19	Shallow inlet	Chocura		Burnt.
Bark		Nov. 4	Masonborough inlet			Destroyed.
Pilot schooner		Oct. 21	Nassau river	E. B. Hale		Burnt.
Schooner		Nov. 25	North river	General Putnam, &c		
Schooner		do	do	do		
Vessel on stocks		do	do	do		
Schooner		Nov. 23	East river	do		
Schooner		do	do	do		
Schooner		do	do	do		
Scows and boats		do	do	do		
Two sloops		do		Crusader		
Schooner		Nov. 3	New inlet	Mt. Vernon, &c		Ran her ashore.
Flat-bottomed boat	Contraband	Nov. 30	Floro creek	Dan Smith		Destroyed.
Launch	Howitzer, &c	Nov. 26	Bell river	Calhoun		
Two sloops		Dec. 5		Sagamore		Do.
Sloop		Dec. 19	York river	Mahaska, &c		Burnt.
Nine boats		do	do	do		Do.
Fifteen boats		do	do	do		
Five boats		Dec. 20	do	do		
Sloop		do	do	do		
Eight boats		do	do	do		Do.
Scow		do	do	do		Do.
Lighter	Sugar, &c	Dec. —		Diana		
Boat	Cotton	Dec. 20	Indian river, Fla	Octorara		
		1863.				
Sloop		Jan. 8	White House	Mahaska		Destroyed.
Sloop		do	do	do		Do.
Bark		do	do	do		Do.
Bark		do	do	do		Do.
Scow		do	do	do		Do.

Miscellaneous captures—Continued.

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1863.				
Sloop	Merchandise	Jan. 18	Newport News, Va.	Minnesota, &c		
Rebel vessel, (building)		Jan. 19	Capture of New Orleans.	Admiral Farragut's fleet		
Rebel vessel, (building)		do	do	do		
Rebel vessel, (building)		do	do	do		Appraised at $50,000.
Rebel vessel, (building)		do	do	do		
Rebel vessel, (building)		do	do	do		
Canoe	Assorted	Jan. 13	Dividing creek, Va.	Currituck	Washington	
Sloop	Contraband	Jan. 20	Chuckatuck creek	Commodore Morris		
Four clinker-built boats		Jan. 23	do	do		
Two small boats		do	do	do		
Two canoes	Assorted	Jan. 20	Indian creek	Currituck		
Nine canoes	do	Jan. 25	Tabb's creek	do		
Three boats		Jan. 24-25	Potomac river	George Mangham		
Schooner		Jan. 21	Topsail inlet	Daylight		Destroyed.
Vessel	Whiskey, coffee, &c.	Feb. 12		George Mangham	Key West	
Sloop	Assorted	Jan. 20		Commodore Morris	do	
Two boats	Merchandise	Feb. 9		Dan Smith		
Schooner		Feb. 2	Topsail inlet	Mt. Vernon		Burnt.
Canoe	Assorted	Mar. 13		Cœur de Leon		
Schooner	Cotton	Mar. 2	Mosquito inlet	Sagamore		Destroyed.
Schooner	do	Mar. 24		Boat expedition		Burnt.
Schooner	Salt	April 19	Charleston			
Brig	do	do	do			
Sloop		April 10	Sabine Pass	New London		
Wharf boat		April 8	Warrenton	Hartford		Burnt.
Sloop	Cotton	April 24	Wassaw sound, Ga	Cimmaron	Philadelphia	
Schooner	Salt, &c	May 2	Rich inlet	Perry		
Schooner		May 14	Urbana, Va	Currituck, &c		
Steamer		May 20	Charleston			Wrecked.
Six vessels, &c		May 1-8		Western World, &c		Burnt.
Steamer "35th Parallel"				Yazoo Pass expedition		Destroyed.
Schooner		May 10	Morrell's inlet	Conemaugh, &c		Do.
Two transports		May —		Yazoo Pass expedition		Destroyed.
Monster ram		May 20	Yazoo City	Naval expedition		Burnt.
Horses and wagons				Mississippi squadron		Sold for $1,372.
Fishing scow		May 30		Brooklyn		
Schooner		do		do		Burnt.
Flat-boat	Sugar, &c	June 24	Mantau river, Fla	Tahoma		
Sloop boat	Corn	June 9	Withlacoochee river, Fla	Fort Henry	Key West	
Scow boat	57 bales of cotton	June 1		do	do	
Skiff and flat	Corn	June 10	Withlacoochee river, Fla	do	do	
Barge	Cotton	June 2	Crystal river, Fla	do	do	

Flat	Corn	May 14	Wacassassa bay	....do	....do	
Sloop boat		May 30	....do	....do		
Schooner		July —	White House	Shokokon		Destroyed.
Sloop		July 3	Cumberland	Commodore Morris		Do.
Sloop	Cotton	July 6	Charlotte harbor, Fla	Restless	Key West	
Canoe		July 13	Rappahannock river	Yankee, &c		
Flat-boat		... do	....do	....do		
Lot of merchandise		... do	....do	....do		
Dry-goods and shoes		July 17	Charles county, Md	Cœur de Leon		
Four canoes	Whiskey, &c	July 20–21	Dividing creek, Va	Currituck		
4 schooners		July 8–9	Coast of Texas	Sciota		Burnt.
11 barrels of turpentine		July 24		De Soto	Key West	
Schooner		July 8	Coast of Texas	Sciota		Do.
Schooner		July 9	....do	....do		Do.
Schooner		... do	....do	....do		Do.
Schooner and launch		June 22	Neuse river	Boat expedition		
Row-boat		July 14		Annie	Key West	
3 rolls bagging					Springfield	
Scow	Sugar, &c	June 24		Tahoma	Key West	
Scow	Cotton	July 19		Fort Henry	....do	
Sloop		July 8		Restless	....do	
Schooner		Sept. 28	Old Haven creek	Currituck		Do.
Steamer		June 30				Chased ashore at Mobile.
Schooner	Powder	Oct. —	Coast of Louisiana	Cayuga		
Schooner	....do	... do	....do	....do		
Schooner		Oct. 7	Off Sabine Pass	....do		Destroyed.
Sloop		... do	....do	....do		Vessel destroyed; portion of cargo saved.
Steamer		Dec. 31	Matagorda bay	Granite City, &c		Destroyed.
Sloop boat	Salt, &c	Dec. 14 1864.	Indian river, Fla	Roebuck	Key West	
Schooner	Turpentine	Jan. 1	Morrell's inlet, S. C	Nipsic		Do.
Twelve oyster boats		Feb. 1	York river	Morse	Washington	
Boat		Feb. 13	....do	....do	....do	
Sloop		... do	....do	....do	....do	Condemned.
Skiff		... do	....do	....do	....do	
Schooner		... do	....do	....do	....do	Do.
Schooner	Cotton	Mar. 11	Lat. 24° N.; long, 83° W	San Jacinto	Key West	
Schooner		Feb. 8	Caney creek, Texas	Queen		Destroyed.
Two canoes		Feb. 23	Running from Va. to Md	Dragon		
Schooner	Cotton	Mar 28	Matagorda bay	Estrella		Do.
Twenty-two boats		April 18	Up the Rappahannock	Potomac flotilla		
Twenty-six small boats		May 15	Turkey creek	Commodore Perry		Do.
Large barge		... do	....do	....do		Do.
Seven boats (building)		... do	....do	....do		Do.
Three boats	Cotton and turpentine	July 4	Lat. 27° 41′ N.; long. 78° 54′ W.	Magnolia		Boats scuttled.
Steamer		Aug. 9	Off Charleston	Katskill		Destroyed.
Sail-boat	Merchandise	Sept. 2	Potomac river	Primrose		Too small to pay costs of adjudication.
Twenty-two boats		Oct. 4	....do	Potomac flotilla		Destroyed.
Nine boats		... do	Piankatank river	....do		Do.

Miscellaneous captures—Continued.

Description.	Cargo.	When captured.	Where captured.	By what vessel.	Sent to—	Remarks.
		1864.				
Rosin	25 barrels	Mar. 11	Up St. John's river	Pawnee's launch		
Turpentine	13 barrels	Mar. 11	Up St. John's river	Pawnee's launch		
Sugar	5 barrels	Mar. 16	....do	Pawnee and others		
Railroad iron	500 or 600 bars	Mar. 21	....do	....do		
Sugar	2 barrels	... do	....do	....do		
Bacon	1,000 pounds	April 18	Up Rappahannock	Potomac flotilla		
Horses	2	... do	....do	....do		
Wheat	60 bushels	... do	....do	....do		
Tobacco	80 boxes	July 28	Gatesville, N. C	Whitehead		Joint army & navy expedition.
Schooner		June 30	Mobile	Glasgow		Chased ashore.
Four scows		Aug. 5	Mobile bay	W. G. B. squadron		Surveys sent to Boston; boats taken into service.
Rifles—9	160 rounds	Aug. 24	Masonboro' inlet	Niphon		
Rifles, &c		Nov. 21	Bruinsburg, Miss	Avenger		
Schooner	Assorted cargo	Oct. 24	Tampa bay, Fla	Nita	Key West	
Sloop boat	Salt, shoes, &c	... do	Off Little Malco, Fla	Rosalie	....do	
Sloop	Cotton and turpentine	Nov. 5	Off Charleston, S. C	Patapsco		Vessel burnt.
Schooner		Nov. 29	Decross's Point, Texas	Itasca		Chased ashore.
Steamer		Dec. 3	Off Cape Fear river	Emma and others		Destroyed.
Steamer		Dec. 27	Western bar	Monticello		Do.
		1865.				
Boat	Cotton and sugar	Jan. 27	Manitee river, Fla	Ino and Ariel		Do.
Steamer		Feb. 4	Beach inlet, S. C	Wamsutta, &c		Do.
Cargo of sloop, name unknown		Feb. 27	Wando river, S. C	Jonquil and others	Philadelphia	Sloop unseaworthy.
Rebel torpedo boat			Columbus			Lost at sea.
3 rebel torpedo boats			Charleston, S. C			Taken into service.
One lighter			....do		Philadelphia	
Iron, cables, anchors, &c			Wilmington, N. C			Sent to Norfolk navy yard.
Flat-boat	Dry-goods	April 6	Windmill Point, Va	Mercury		
Machinery, &c		April —	Richmond, Va	N. A. B. squadron		Appraised at $142,455.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865, with vessels entitled to share in distribution of proceeds.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Anna Belle	$6,743 74	$1,355 37	$5,388 37	Key West	July 12, 1862	Pursuit.
Schooner Adeline	4,086 87	1,244 82	2,844 05	do	Oct. 16, 1862	Connecticut.
Schooner Aristides*	125 00	67 37	57 63	do		
Schooner Agnes	24,162 76	1,761 96	22,400 80	do	Feb. 17, 1863	Huntsville.
Schooner Ariel	8,533 54	739 25	7,794 29	do	Oct. 14, 1863	Huntsville.
Schooner Avenger	1,190 01	233 70	956 31	do	Oct. 17, 1863	Sagamore.
Schooner Agnes	435 00	165 17	269 83	do	Oct. 24, 1863	Sagamore.
Schooner Adventure	2,046 97	521 63	1,625 34	do	Oct. 17, 1863	Henry Jones, Kensington, Rachel Seaman.
Brig Amy Warwick	139,202 08	576 89	138,625 19	Boston	July 14, 1863	Quaker City.
Schooner Alma	3,748 06	885 32	2,862 74	do	Nov. 5, 1863	Perry.
Sloop Ann Squires	2,118 11	345 59	1,772 52	Washington	Oct. 19, 1863	William Bacon.
Schooner American Coaster	350 00	119 27	230 73	do	Oct. 19, 1863	Currituck.
Ship Ameliat	30,346 32	†5,708 32 6,571 10	18,066 90	Philadelphia	Dec. 3, 1862	Vandalia, Flag.
Schooner Albion	9,564 57	2,077 85	7,486 72	do	July 17, 1863	Roanoke, Seminole.
Brig Ariel	5,249 88	1,618 61	3,631 27	do	July 17, 1863	Gemsbok.
Schooner Active	3,136 18	1,064 55	2,071 63	do	July 18, 1863	Flambeau.
Schooner Aquilla	30,104 72	1,877 90	28,226 82	do	May 19, 1863	Huron, Augusta.
Sloop Aurelia	20,136 71	1,277 96	18,858 75	do	May 1, 1863	Arizona.
Schooner Alert	6,741 67	1,506 22	5,235 45	do	Sept. 15, 1863	Bienville.
Steamer Alice‡	1,100 00	267 85	832 15	New York		Ceres.
Schooner Albion	1,966 86	1,115 91	850 95	do	Nov. 25, 1863	Penguin, Alabama.
Schooner A. J. View	16,262 38	2,227 95	14,034 43	do	Nov. 5, 1863	R. R. Cuyler, New London, Massachusetts.
Schooner Agnes H. Ward	19,675 28	2,771 26	16,904 02	do	Feb. 11, 1863	Northern Light.
Schooner Albemarle	500 00	249 35	250 65	do	Nov. 25, 1863	Delaware.
Steamer Albemarle, schooners Old North State, Susan Ann Howard, and sloop Jeff. Davis.	15,990 00	617 05	15,372 95	do	Dec. 20, 1863	Delaware, Stars and Stripes, Louisiana, Commodore Perry, Valley City, Underwriter, Morse, Commodore Barney, Southfield, Hunchback, Philadelphia, Henry Brincker; Lockwood.
Sloop Annie	10,677 22	1,625 38	9,051 84	do	July 17, 1863	Kanawha.
Schooner Annie Sophia	1,529 92	795 71	834 21	do	Mar. 2, 1863	R. R. Cuyler.

* No final decree.

† $5,708 32 awarded to claimants.

‡ Taken by War Department. Not yet paid for.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865, *with vessels entitled to share in distribution of proceeds.*

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Advocate	$600 00	$240 85	$359 15	New York	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Steamer Anna	18,423 82	3,139 28	15,282 44	do	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Schooner Annie Dees	16,637 09	2,027 89	14,609 20	do	Dec. 8, 1863	Seneca, G. W. Blunt, Canandaigua, Flag, Memphis, Powhatan, Housatonic, Marblehead, Mercedita, Flambeau, Keystone State.
Steamer Anglia	95,110 21	10,260 31	84,849 90	do	Nov. 5, 1863	Restless, Flag,
Schooner Aigburth	3,106 54	1,784 74	1,321 80	do	Dec. 2, 1863	Jamestown.
Schooner Antelope	3,345 79	570 53	2,775 26	do	Dec. 17, 1863	Memphis, America.
Schooner Annie	2,405 00	1,074 97	1,330 03	do	Feb. 29, 1864	State of Georgia.
Schooner Active	3,410 00	483 40	2,926 60	Washington	Feb. 29, 1864	Ladona.
Schooner Alma	4,232 60	595 85	3,136 75	do	July 28, 1864	Seneca.
Schooner Annie B	4,547 98	621 08	3,926 90	Key West	June 4, 1864	Wanderer.
Schooner Ascension	5,448 93	716 89	4,732 04	do	Feb. 29, 1864	Huntsville.
Schooner Avon	4,251 11	850 37	3,400 74	do	Feb. 29, 1864	Tioga.
Sloop Angelina	2,793 15	905 23	1,887 92	New York	Feb. 29, 1864	Courier.
Steamer Ann	53,071 12	5,736 95	47,334 17	do	Feb. 29, 1864	Susquehanna, Kanawha, Preble.
Boat Alligator	119 90	118 35	1 55	Key West		Tahoma, Julia.
Boat Anna Maria	5,002 12	662 21	4,339 91	do	Feb. 29, 1864	Fort Henry.
Schooner A. J. Hodge	2,120 39	327 57	1,792 82	do	Mar. 17, 1864	Huntsville.
Schooner Arctic	3,410 00	483 45	2,926 60	Washington	Feb. 29, 1864	Ladona.
Schooner Albert	11,434 08	3,237 02	8,197 06	New York	Mar. 17, 1864	Huron.
Schooner Anna	2,530 67	351 80	2,178 87	Key West	Mar. 17, 1864	Fort Henry.
Schooner Ann	3,299 40	308 22	2,991 18	do	Mar. 17, 1864	Restless.
Schooner Alabama	9,867 38	1,291 56	8,575 82	do	Mar. 17, 1864	Susquehanna.
Sloop Ann	50 00	60 15	No proceeds.	do		Gem of the Sea.
Schooner Ann	322 61	147 21	175 40	do	Mar. 29, 1864	Sagamore.
Steamer Aries	147,008 46	3,036 48	143,971 98	Boston	Mar. 22, 1864	Stettin.
Steamer Antona	136,202 02	4,526 60	131,675 42	New York	May 10, 1864	Pocahontas.
Steamer Atlanta	350,829 26	789 30	350,039 96	Boston	April 23, 1864	Weehawken, Nahant, Cimarron.
Boat Alice*	597 62	143 66	453 96	Key West		Annie Williams.
Steamer Alonzo Childs	5,000 00	275 91	4,724 09	Springfield	Mar. 29, 1864	Baron De Kalb.
Schooner Anita	75,489 99	5,650 70	69,839 29	New Orleans	April 12, 1864	Granite City.

Schooners Active and Blue Bell	875 10	172 71	702 39	....do	April 12, 1864	Owasco, Cayuga.
Steamer Alabama	131,364 10	10,412 60	120,951 50	....do	April 23, 1864	San Jacinto, Eugene, Tennessee.
Steamer Alice Vivian	237,300 81	20,240 28	217,060 53	Key West	April 12, 1864	De Soto.
Steamer Alliance	25,041 96	1,760 22	23,281 74	Boston	July 21, 1864	South Carolina, T. A. Ward.
Schooner Alma	3,531 00	745 14	2,785 86	New Orleans	July 28, 1864	Virginia.
Schooner Agnes	74,361 30	3,822 74	70,538 56	....do	Oct. 7, 1864	Chocura.
Anchors, &c., from the Queen of the Wave	745 95	428 42	317 53	Philadelphia	.....	Conemaugh. (Waiting for prize list.)
Steamer A. D. Vance	288,286 49	5,047 71	283,238 78	New York	Nov. 17, 1864	Santiago de Cuba.
Schooner Artist	6,416 42	1,421 54	4,994 85	Philadelphia	Jan. 19, 1865	Bermuda.
Schooner Annie Verden	25,445 68	2,598 31	22,847 37	New Orleans	Feb. 21, 1865	Mobile.
Schooner Albert Edward	44,461 82	4,183 34	40,278 48	....do	Feb. 14, 1865	Katahdin.
Steamer Armstrong	251,382 26	7,321 53	244,060 73	New York	April 20, 1865	R.R.Cuyler, Gettysburg, Mackinaw, Montgomery.
Sloop Annie Thompson	14,847 96	1,639 50	13,208 46	Philadelphia	May 13, 1865	Fernandina.
Schooner Ann Louisa	7,437 57	476 92	6,960 95	Key West	Aug. 25, 1865	Proteus.
Schooner Anna Sophia	29,145 69	4,245 48	24,900 21	New Orleans	June 26, 1865	Bienville, Princess Royal.
Steamer Annie	358,951 71	24,639 97	329,311 74	New York	June 22, 1865	Niphon, Wilderness, Alabama, Kansas, Howquah.
Schooner Augusta	5,551 28	313 70	5,237 58	Key West	Aug. 16, 1865	Honeysuckle.
Ram Albemarle	79,944 00	2,645 30	77,298 70	Washington	Aug. 28, 1865	Lieutenant Commander Cushing and party.
Sloop Annie	192 05	108 89	83 16	Key West	Sept. 29, 1865	Hibiscus.
Schooner British Empire	3,929 73	504 76	3,423 97	New York	Nov. 20, 1863	Isaac Smith.
Schooner British Queen	2,108 31	999 90	1,108 41	....do	Nov. 25, 1862	Mount Vernon.
Boats, 3 sail, and cargoes	1,463 89	277 00	1,186 89	Washington	.....	Reliance. (Waiting for prize list.)
Schooner Blossom	270 88	86 81	184 07	....do	Aug. 15, 1862	Reliance, Anacostia, Thomas Freeborn.
Boat, 1 life	1,106 95	273 79	833 16	....do	Oct. 19, 1863	Jacob Bell.
Boat, 1 yawl	682 70	168 36	514 34	....do	Oct. 19, 1863	Freeborn, Eureka.
Boat, a flat-bottomed	387 79	119 11	268 68	....do	Oct. 5, 1865	Dan. Smith.
Steamer Britannia	173,670 55	3,974 83	169,695 72	Boston	Oct. 26, 1863	Santiago de Cuba.
Schooner Beauregard †	2,146 67	291 75	1,854 92	Key West	.....	W. G. Anderson.
Schooner By-George	512 76	209 45	303 31	....do	Oct. 24, 1863	Sagamore.
Schooner Brave	893 18	196 85	696 33	....do	Oct. 24, 1863	Octorara.
Schooner Bettie Kratzer	4,642 00	1,081 28	3,560 72	Philadelphia	Feb. 18, 1864	Flambeau.
Sloop Bright	5,672 85	614 95	5,057 90	Key West	Feb. 29, 1864	De Soto.
Schooner Brothers	7,641 38	1,575 78	6,065 60	....do	June 4, 1864	Tioga.
Boat, sloop, name unknown	533 78	144 04	389 74	....do	Dec. 19, 1864	Restless.
Boat Buckshot	1,918 05	294 77	1,623 28	....do	Mar. 29, 1864	San Jacinto.
Sloop Blazer	8,836 65	881 59	7,952 06	....do	Mar. 29, 1864	Brooklyn.
Boat, name unknown	31 75	32 01	No proceeds.	....do	.....	Ariel.
Schooner Betsey	1,700 00	865 42	834 58	New Orleans	April 12, 1864	Antona.
Brandy, 29 cases of, &c	183 00	123 32	59 68	....do	April 12, 1864	Cayuga.

* Waiting for prize list of Annie Williams.

† Distributed under acts of March 3, 1819, and August 5, 1861.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share
Schooner Belle	$1,439 31	$678 85	$760 46	New York	April 12, 1864	Potomska.
Boat, sail, 1	452 55	221 71	230 84	New Orleans	April 12, 1864	Corypheus.
Boats, sail, 3	1,078 15	361 65	706 50	do	April 26, 1865	Corypheus.
Boat and cargo, 1	29 75		No proceeds.	Washington		
Boats and cargoes, 4	492 57	274 19	218 38	New Orleans	June 4, 1864	Commodore.
Boots, 1 case, &c.*	355 95	95 39	260 56	Springfield		Alfred Robb.
Steamer Boston	23,036 03	2,308 49	20,727 54	Boston	Oct. 10, 1864	Fort Jackson.
Steamer Banshee	111,216 65	6,268 17	104,948 48	New York	Oct. 25, 1864	Fulton, Grand Gulf.
Sloop Buffalo	13,328 85	2,416 37	10,912 48	Philadelphia	Nov. 23, 1864	Braziliera.
Boat and cargo	390 25	201 78	188 47	New Orleans	Feb. 2, 1865	Tallahatchie.
Boats, 2, and 4 bales of cotton	2,700 00	261 45	2,438 55	do	Mar. 27, 1865	Commodore.
Steamer Bloomer			1,700 00	do	Oct. 3, 1865	Potomac.
Schooner Belle	26,586 74	3,430 19	23,156 55	do	April 20, 1865	Virginia.
Steamer Blenheim	55,778 22	3,655 77	52,122 45	New York	June 19, 1865	Tristram Shandy, Lillian, Britannia, Osceola, Gettysburg.
Schooner Badger	10,834 32	947 89	9,886 43	Key West	June 29, 1865	Adela.
Boat and sundries	194 22	90 82	103 40	do		San Jacinto. (Waiting for prize list.)
Boat, no name	891 67	123 61	768 06	do	Aug. 16, 1865	Ino.
Schooner Baigorry	61,568 43	4,315 65	57,272 58	do	Aug. 16, 1865	Bainbridge.
Schooners Comet, J. J. Crittenden, and sloop America	2,600 00	322 85	2,277 15	New York	Oct. 22, 1863	Commodore Perry, Morse, Underwriter, General Putnam, Whitehead.
Schooner Captain Speddent	1,387 50	289 50	1,098 00	do		Henry Lewis, New London, Water Witch.
Schooner Crenshaw	51,016 82	5,192 22	45,824 60	do	Dec. 2, 1863	Star, (now Monticello.)
Steamer Calhoun	45,531 00	2,118 60	43,412 40	Philadelphia	Dec. 1, 1863	Samuel Rotan, Colorado, Rachel Seaman.
Steamer Catalina	6,095 05	994 04	5,101 01	do	May 2, 1863	Alabama, Keystone State.
Str. Cambria and part of cargo	191,424 54	12,383 56	179,040 98	do	May 2, 1863	Huron, Augusta.
Steamer Calypso	80,265 03	4,930 10	75,334 93	do	Jan. 19, 1864	Florida.
Cotton, 28 bales	2,212 16	446 92	1,765 24	do	Jan. 4, 1864	Stars and Stripes, Louisiana, Hetzel, Delaware, Commodore Perry, Philadelphia, Valley City, Underwriter, Commodore Barney, Southfield, Morse, Hunchback, Lockwood.

Cotton, 30 bales	6,276 05	859 25	5,416 80	....do	Jan. 4, 1864	Stars and Stripes, Louisiana, Hetzel, Underwriter, Morse, Commodore Perry, Southfield, H. Brincker, Delaware, Lockwood, Commodore Barney, Valley City, Hunchback, Philadelphia.
Cargo of 4 canoes‡	575 00	301 40	273 60	Washington	----------	Currituck.
Sloop Clara Ann	1,300 75	308 12	992 63	....do	Jan. 11, 1864	Yankee.
Schooner Charlotte	31,369 19	1,425 93	29,943 26	Boston	Jan. 12, 1863	Kanawha.
Schooner Cuba§	2,811 49	1,390 39	1,421 10	....do	----------	Kanawha.
Schooner Curlew	6,902 00	1,546 45	5,355 55	Key West	Nov. 26, 1862	Somerset.
Schooner Corelia	1,430 62	494 96	935 66	....do	July 18, 1863	James S. Chambers.
Steamer Columbia	151,523 20	15,419 82	136,103 38	....do	Oct. 6, 1863	Santiago de Cuba.
Schooner Courier	3,647 10	613 62	3,033 48	....do	Oct. 14, 1863	Huntsville.
Schooner Carmita	2,426 98	498 92	1,928 06	....do	Oct. 17, 1863	Magnolia.
Cargo of 9 boats and sloop Queen of the Fleet	3,105 79	574 83	2,530 96	Washington	Nov. 20, 1863	Currituck.
Canoe, 1; flatboat, 1‖	1,101 41	279 14	822 27	....do	----------	Jacob Bell, Yankee, Satellite.
Schooner Cora	624 50	526 90	97 60	Philadelphia	Nov. 25, 1862	Keystone State.
Cotton, 208 bales	28,922 90	1,784 30	27,138 60	Springfield	Oct. 16, 1863	Baron de Kalb.
Cotton, 52½ bales	14,037 90	276 25	13,761 65	Boston	Nov. 9, 1863	Octorara.
Cotton, 37½ bales	8,542 26	207 19	8,335 07	....do	Nov. 5, 1863	Tioga.
Cotton, 282 bales, 222 barrels rosin, and 2,000 staves	62,179 36	13,680 90	48,498 46	New York	Dec. 31, 1863	Stars and Stripes, Louisiana, Hetzel, Commodore Barney, Valley City, Underwriter, Commodore Perry, Southfield, Hunchback, Philadelphia, Morse, H. Brincker, Lockwood, Delaware, George Mangham.
Cotton, 27 bales	6,576 15	406 43	6,169 72	Springfield	June 11, 1864	Conestoga.
Cotton, 42 bales, &c	13,784 52	708 98	13,075 54	....do	Dec. 3, 1864	Linden.
Cotton, 5 bales	1,017 72	138 56	879 16	....do	April 12, 1864	Pittsburg.
Cotton, 17 bales	3,542 64	268 12	3,274 52	....do	June 4, 1864	Pittsburg.
Cotton, 55 bales	15,434 52	717 63	14,716 89	....do	June 11, 1864	Conestoga.
Canoe and cargo	292 41	130 47	161 94	Washington	Nov. 17, 1864	George Mangham.
Cotton, 12 bales	3,552 72	245 78	3,306 94	Springfield	April 12, 1864	Lexington.
Cotton, 20 bales	4,971 70	295 20	4,676 50	....do	June 11, 1864	Conestoga.
Schooner Charleston	13,872 49	2,646 65	11,225 84	Philadelphia	Feb. 29, 1864	Seminole.
Steamer Cronstadt	301,940 60	7,675 92	294,264 68	Boston	Jan. 28, 1864	Rhode Island.
Steamer Cherokee	152,507 02	4,732 47	147,774 55	....do	Feb. 9, 1864	Canandaigua.
Cotton, 39 bales	7,923 09	604 75	7,318 34	Key West	Mar. 29, 1864	Fort Henry.

* Waiting for prize list of the Robb.
† Waiting for prize list of the Water Witch.
‡ Waiting for prize list of the Currituck.
§ Part of cargo taken for use of army not paid for.
‖ Waiting for prize list of the Jacob Bell.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Cotton, cargo of Emma, 120 bales	$31,499 60	$2,294 01	$29,205 59	Philadelphia	Jan. 23, 1864	Kittatinny.
Schooner Caroline and Virginia	3,050 00	1,007 47	2,042 53	do	Jan. 27, 1864	Stars and Stripes, Delaware, Louisiana, Commodore Perry, Hetzel, Valley City, Underwriter, Hunchback, Commodore Barney, Philadelphia, Southfield, Morse, H. Brincker, Lockwood.
Steamer Caroline	106,008 11	6,853 85	99,154 26	do	Feb. 29, 1864	Montgomery.
Schooner Charmer *	700 00	129 00	571 00	Key West		Sagamore, Oleander, Beauregard, Para.
Sloop Clara Louisa	153 00	90 11	62 89	do	Feb. 29, 1864	Sagamore.
Sloop Clotilda	7,533 86	762 39	6,771 47	do	Feb. 29, 1864	McLellan.
Schooner Crazy Jane	1,357 05	253 00	1,104 05	do	Mar. 12, 1864	Tahoma.
Schooner Clara	3,898 26	744 71	3,153 55	do	Mar. 17, 1864	Kanawha.
Sloop C. Rontercan †	1,842 55	490 84	1,351 71	Philadelphia		Powhatan, New Ironsides, Canandaigua, Housatonic, Paul Jones, Huron, Unadilla, Marblehead, Wamsutta, Augusta, Lodona, Stettin, Dandelion, Para, South Carolina.
Steamer Cuba, cargo of	778 74	129 54	649 20	Key West	Mar. 29, 1864	De Soto.
Schooner Comet, No. 2	3,669 06	665 86	3,003 20	do	Mar. 29, 1864	Kanawha.
Schooner Clarita	2,289 66	513 90	1,775 76	do	Mar. 29, 1864	De Soto.
Cotton, 22 bales	3,727 42	390 68	3,336 74	do	Mar. 29, 1864	Fort Henry.
Cotton, 139 bales	39,192 93	3,559 67	35,633 26	do	Mar. 29, 1864	Hendrick Hudson.
Cotton, 114 bales	42,459 13	2,829 36	39,629 77	do	Mar. 29, 1864	De Soto.
Steamer Comet	5,461 73	728 32	4,733 41	do	Mar. 29, 1864	Santiago de Cuba.
Cotton, 14 bags‡	199 13	83 64	115 49	Springfield		General Sterling Price.
Cotton, 13 bales	2,694 24	334 79	2,359 45	Key West	Mar. 29, 1864	Port Royal.
Schooner Charm	9,756 25	1,017 54	8,738 71	do	Mar. 29, 1864	Sagamore, Gem of the Sea.
Corn, 250 bushels	62 00	6 49	1 51	do	Mar. 29, 1864	Fort Henry.
Cotton, 27 bales, cargo of schooner Mary Ann	8,910 75	978 07	7,932 68	New Orleans	April 23, 1864	Antona.
Cotton, 3 bales and 2 crates§	1,095 22	238 59	856 63	do		Granite City.
Cotton, 179 bales	38,312 98	1,866 85	36,446 13	Springfield	April 23, 1864	Osage.
Cotton, 10 bales	2,351 52	231 66	2,119 86	Boston	April 23, 1864	Niphon.

Schooner Corse	5,850 66	754 51	5,096 15	Key West	Jan. 7, 1865	Rachel Seaman, Kensington.
Cotton, 10½ bales	2,735 11	394 60	2,340 51	do	June 1, 1864	Roebuck.
Cotton, 64 bales	16,867 72	1,735 06	15,132 66	do	June 2, 1864	James L. Davis.
Cotton, 154 bales, and 5 hogsheads sugar	33,901 53	7,916 89	25,984 64	Springfield	May 19, 1864	Conestoga.
Cotton, 6 bales	1,444 97	140 13	1,304 84	do	Jan. 6, 1865	Pittsburg.
Cotton, 10 bales	2,202 48	168 86	2,033 62	do	Mar. 1, 1865	Osage, Choctaw, Champion, Fort Hindman.
Cotton, 3 bales‖	334 56	107 35	227 21	do		Juliet, Great Western, Rattler.
Cotton, 4 bales¶	498 02	114 05	383 97	do		Lexington.
Cotton, 8 bales	1,509 98	145 01	1,364 97	do	May 19, 1864	Champion.
Cotton, 14 bales	3,124 78	203 31	2,921 47	do	Nov. 26, 1864	Kenwood.
Cotton, 3 bales and 2 pieces of bales	657 30	115 83	541 47	do	May 19, 1864	Tuscumbia.
Cotton, 2,129 bales, 28 barrels molasses, 18 bales wool	465,234 95	13,732 79	451,502 16	do	Mar. 1, 1865	Black Hawk, Eastport, Lafayette, Neosho, Ozark, Choctaw, Osage, Chillicothe, Louisville, Carondelet, Fort Hindman, Benton, Pittsburg, Mound City, Essex, Lexington, Ouachita, Cricket, Gazelle, General Price, W. H. Brown. [718 bales of cotton still pending.]
Schooner Cecilia D	5,399 88	1,009 95	4,389 93	New Orleans	May 21, 1864	Antona.
Schooner Cassandra	40 00		No proceeds	Washington		
Canoe, 1; 1 box tobacco	27 30		No proceeds	do		
Schooner Champion	4,522 37	903 22	3,619 15	New Orleans	Nov. 26, 1864	Potomac.
Schooner Camille	32,960 89	2,782 99	30,177 90	do	Oct. 7, 1864	Virginia.
Cotton, 50 bales	7,254 19	841 50	6,412 69	New York	May, 1864	Vanderbilt.
Cotton, 12 bales, and 14 bags	2,834 69	524 19	2,310 50	Key West	Dec. 21, 1864	Port Royal.
Cotton, 11 bales**	3,023 34	287 21	2,736 13	do		Somerset.
Cotton, 1 bale††	340 90	107 93	232 97	Springfield		Lexington.
Cotton, 207 bales	80,777 86	3,767 04	77,010 82	do	June 19, 1865	Louisville, Romeo, Petrel, Prairie Bird, Exchange, Marmora.
Cotton, 8 bales	2,584 37	197 49	2,386 88	do	July 25, 1864	Cricket.
Cotton, 8 bales‡‡	2,910 89	210 06	2,700 83	do		Marmora.
Cotton, 10 bales	4,115 70	267 37	3,848 33	do	July 25, 1864	Osage.
Cotton, 16 bales §§	7,479 08	403 33	7,076 75	do		W. H. Brown.
Schooner Calhoun	14,500 00	889 36	13,610 64	New Orleans	Dec. 1, 1864	Samuel Rotan, Colorado, Rachel Seaman.

* Waiting for prize list of the Oleander.
† Waiting for prize lists of the New Ironsides, Huron, Unadilla, Dandelion, and South Carolina.
‡ Waiting for prize list of the General Sterling Price.
§ Waiting for prize list of the Granite City.
‖ Waiting for prize lists of the Juliet, Great Western, and Rattler.
¶ Waiting for prize list of the Lexington.
** Waiting for prize list of the Somerset.
†† Waiting for prize list of the Lexington.
‡‡ Waiting for prize list of the Marmora.
§§ Waiting for prize list of the W. H. Brown.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Cotton, 24 bales	$8,125 71	$335 21	$7,790 50	Springfield	June 20, 1865	Black Hawk, Fort Hindman, Cricket, Eastport, Lafayette, Neosho, Ozark, Choctaw, Osage, Chillicothe, Louisville, Carondelet, Benton, Pittsburg, Mound City, Essex, Lexington, Ouachita, Gazelle, General Price, W. H. Brown.
Cotton, 75 bales*	497 00	192 87	304 13	New Orleans		Narcissus, Cowslip.
Cotton, 63 bales	36,391 08	2,651 30	33,739 78	Springfield	Oct. 7, 1864	Black Hawk.
Cotton, 5 bales	2,169 35	290 54	1,878 81	do	April 12, 1864	Black Hawk, Fort Hindman, Cricket, Eastport, Lafayette, Neosho, Ozark, Choctaw, Osage, Chillicothe, Louisville, Carondelet, Benton, Pittsburg, Mound City, Essex, Lexington, Ouachita, Gazelle, General Price, W. H. Brown, Juliet.
Cotton, 10½ bales	2,397 28	534 28	1,863 00	do	Oct. 12, 1864	Cimarron.
Steamer Ceres	17,200 00	935 49	16,264 51	Washington	Nov. 12, 1864	Violet, Aries, Connecticut, Maratanza, Mercedita, Montgomery.
Canoes, 25, and cargoes	929 40	249 93	679 47	do	Feb. 15, 1865	Eureka, Yankee, Freeborn, Currituck, Commodore Read, Teazer, Fuchsia, Jacob Bell.
Steamer Caledonia	13,353 00	1,149 28	11,903 72	Boston	Nov. 4, 1864	Keystone State, Massachusetts.
Steamer Calhoun			28,536 95	Philadelphia	Feb. 29, 1864	Samuel Rotan, Colorado, Rachel Seaman.
Schooner Carmita			55,698 21	Philadelphia	Nov. 12, 1864	Bermuda.
Coffee, 30 bags	1,385 52	580 94	804 58	do	Oct. 5, 1865	Bienville.
Cotton, 22 bales	14,559 47	534 75	14,024 72	Boston	Dec. 2, 1864	Mount Vernon.
Cotton, 88 bales			17,455 63	Philadelphia	Jan. 7, 1865	Keystone State.
Cotton, 61½ bales			20,823 45	do	Jan. 7, 1865	Keystone State.
Cotton, 235 bales, &c			69,239 66	do	Jan. 7, 1865	Keystone State.
Cotton, 19 bales	6,227 29	907 48	5,319 84	New Orleans	Mar. 23, 1865	Tallahatchie.
Cotton, 10 bales	2,138 00	638 90	1,499 10	do	Mar. 23, 1865	Tallahatchie.
Schooner Cora Smyser	6,877 92	1,073 12	5,864 80	do	April 22, 1865	Sciota.
Cotton, 60 bales and 2 bags			12,655 66	do	Feb. 21, 1865	Mobile.

Cotton, 38 bales	----------	----------	8,487 62	....do.....	Feb. 21, 1865	Aroostook.
Cotton, 83 bales	----------	----------	16,388 07	....do.....	Feb. 21, 1865	Sciota.
Cotton, 67 bales	27,034 89	2,270 83	24,764 06	Key West....	Mar. 22, 1865	Clyde.
Sch'r Caroline and Gertrude	16,437 87	1,219 33	15,218 54	....do.....	Mar. 22, 1865	Stars and Stripes.
Coffee, whiskey, &c	773 66	172 06	601 60	New Orleans .	Oct. 4, 1865	Elk.
Steamer Cumberland	153,461 29	18,943 50	134,517 79	Key West....	April 21, 1865	De Soto.
Sloop Caroline	306 07	124 23	181 84	....do.....	April 21, 1865	Roebuck.
Schooner Cora	46,654 97	6,402 57	40,252 40	New Orleans	May 9, 1865	Princess Royal.
Steamer Chatham	81,684 78	6,636 38	75,048 40	....do.....	May 9, 1865	Huron, Dan Smith.
Cotton, 5 bales, 9 bags, &c	3,033 64	265 76	2,767 88	Philadelphia..	----------	Kanawha. (Waiting for prize list.)
Cotton, 31 bales	----------	----------	953 78	New Orleans .	Sept. 1, 1865	Chocura.
Schooner Carrie Mair	6,363 65	1,109 49	5,254 16	....do.....	Aug. 21, 1865	Itasca.
Sloop Caroline, No. 2	211 05	168 71	42 34	Key West....	----------	Union. (Waiting for prize list.)
Cotton, 12 bales; 8 bbls. turp	3,766 83	507 58	3,259 25	....do.....	Aug. 25, 1865	Magnolia.
Cotton, 4 bales	----------	----------	46 40	New Orleans .	Sept. 1, 1865	Cayuga.
Cotton, 42 bales and 11 bags	26,580 54	2,364 00	24,216 54	Key West....	Aug. 25, 1865	Clyde.
Cotton, 50 bales	----------	----------	1,939 37	New Orleans .	Sept. 1, 1865	Gertrude.
Cotton, 89 bales	----------	----------	3,510 38	....do.....	Sept. 1, 1865	Cornubia.
Cotton, 78 bales	45,626 01	2,077 91	43,548 10	Boston.....	Aug. 9, 1865	Vicksburg.
Cotton, 4 bales	2,701 44	192 45	2,508 99	....do.....	Aug. 16, 1865	Keystone State.
Cotton, 44 bales	20,484 00	508 15	19,975 85	....do.....	Aug. 16, 1865	Quaker City.
Cotton, 90 bales	66,955 68	3,767 78	63,187 90	Philadelphia..	Aug. 21, 1865	Connecticut, Keystone State.
Steamer Cora	6,140 00	861 03	5,278 97	New Orleans .	Aug. 21, 1865	Quaker City.
Cotton, 35 bales	----------	----------	17,575 20	New York....	Sept. 1, 1865	Governor Buckingham, Niphon.
Cotton, 156 sacks, &c	----------	----------	15,150 00	....do.....	Sept. 1, 1865	Gettysburg.
Schooner Comus	5,166 52	700 81	4,465 71	Key West....	Sept. 1, 1865	Iuka.
Schooner Cora	32,697 53	3,157 78	29,539 75	....do.....	Sept. 1, 1865	Panola.
Steamer Circassian	352,313 65	36,942 26	315,371 39	....do.....	Sept. 8, 1865	Somerset.
Cotton, 80 bales	----------	----------	32 037 76	Philadelphia..	Sept. 22, 1865	Gettysburg, Keystone State. $620 counsel fees.
Cotton, 52 bales	23,552 53	1,826 58	21,725 95	....do.....	Sept. 29, 1865	R. R. Cuyler.
Cotton, 82 bales	57,210 33	2,984 68	54,225 65	....do.....	Sept. 29, 1865	Aries. ($500 counsel fee deducted from captor's share.)
Cotton, 45 bales	21,977 77	1,623 27	20,354 50	....do.....	Oct. 6, 1865	Santiago de Cuba.
Schooner Delight	600 00	251 65	348 35	New York....	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Brig Delta	11,628 00	6,931 18	4,696 82	....do.....	Nov. 25, 1863	Santee.
Schooner Dixie	30,950 87	2,429 64	28,521 23	Philadelphia..	Mar. 13, 1863	Keystone State, Gem of the Sea.
Schooner Defiance	3,773 78	1,073 40	2,700 38	....do.....	Mar. 11, 1863	Braziliera.
Schooner Director	285 10	128 99	156 11	Washington. .	May 4, 1862	Corwin, Currituck.
Steamer Diamond	29,683 10	1,958 08	27,725 02	....do.....	Jan. 11, 1864	Stettin.
Schooner Dart	2,390 84	520 95	1,869 89	Key West....	Oct. 21, 1863	Kensington, Rachel Seaman.

* Waiting for prize lists of Narcissus and Cowslip.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner David Crockett	$14,462 73	$1,389 77	$13,072 96	Philadelphia	Oct. 5, 1865	America, Flag, Canandaigua, Flambeau.
Sloop D. Sargent	5,417 97	1,094 91	4,323 06	New York	Feb. 29, 1864	Kittatinnny.
Schooner Dart, No. 2	3,258 22	493 10	2,765 12	Key West	Feb. 29, 1864	Kanawha.
Steamer Dolphin	36,544 73	8,382 88	28,161 85	do	Mar. 17, 1864	Wachusett.
Dry goods, lot of	465 45	169 51	295 94	Washington	Jan. 11, 1864	Cœur de Lion.
Schooner Defy	473 05	197 37	275 68	do	Oct. 12, 1864	Midnight.
Steamer Donegal	140,000 00	4,047 10	135,952 90	Philadelphia	Oct. 27, 1864	Metacomet.
Steamer Don	98,316 78	3,438 13	94,878 65	Boston	Nov. 19, 1864	Pequot.
Schooner Delia	5,450 45	301 64	5,148 81	Key West	Aug. 12, 1865	Mahaska.
Schooner Eugenie	29,061 42	2,765 42	26,296 00	do	Oct. 16, 1862	Owasco.
Schooner Emma	13,352 52	4,070 48	9,282 04	do	Oct. 16, 1862	Connecticut.
Schooner Eugenie Smith	2,904 36	540 36	2,364 00	do	Feb 6, 1863	Bohio.
Schooner Elias Reed	21,791 53	3,401 45	18,390 08	do	Oct. 9, 1863	Octorara.
Sloop Ellen	235 00	161 06	73 94	do	Oct. 24, 1863	Sagamore.
Sloop Elizabeth	841 12	266 25	574 87	do	Oct. 23, 1863	Hatteras.
Schooner Emily	15,406 91	1,115 37	14,291 54	Washington	Oct. 19, 1863	
Steamer Eureka	293 75	134 93	158 82	do	April 20, 1862	Satellite, Anacostia.
Schooner Emily Murray	500 00	356 34	143 66	do	Feb. 9, 1863	Dan Smith, George Mangham, Cœur de Lion.
Schooner E. J. Waterman*	8,222 95	1,194 58	7,028 37	Philadelphia	Nov. 6, 1862	
Sloop Express	859 25	541 17	318 08	do	Feb. 18, 1864	Chocura, Maratanza.
Schooner Edward Barnard	32,068 74	3,379 28	28,689 46	New York	Nov. 26, 1862	South Carolina.
Steamer Ellis and armament	18,000 00	555 85	17,444 15	do	Dec. 5, 1863	Ceres, Valley City, Delaware, Louisiana, Underwriter, Hetzel, Commodore Perry, Morse, H. Brincker, Whitehead, Shawsheen, Lockwood, General Putnam, J. N. Seymour.
Sloop Express	600 00	247 65	352 35	do	July 21, 1863	New London, R. R. Cuyler, Massachusetts.
Sloop Emelinet	5,380 33	970 13	4,410 20	do	Dec. 24, 1863	
Steamer Elmira	8,038 30	634 47	7,403 33	Springfield	Jan. 11, 1864	Petrel, Forest Rose.
Schooner Emma	1,486 15	878 50	607 65	Philadelphia	Feb. 18, 1864	Adirondack.
Boat Emma	98 12	84 15	13 97	Key West	June 7, 1864	Fort Henry.
Boat Enterprise	872 00	172 56	699 44	do	April 12, 1864	Sagamore.
Steamer Eagle	35,475 33	5,355 46	30,119 87	do	Mar. 17, 1864	Octorara.

Steamer Ella Warley	102,709 88	18,976 31	83,733 57	New York	Mar. 22, 1864	Santiago de Cuba.
Schooner Emma Amelia	3,649 52	503 94	3,145 58	Key West	Mar. 17, 1864	Roebuck.
Sloop Elisha Beckwith	2,174 39	528 35	1,646 04	do	Mar. 29, 1864	Pembina.
Schooner Emma Tuttle	5,833 64	1,332 52	4,501 12	Philadelphia	Mar. 29, 1864	Hope.
Steamer Eugenie	24,239 67	1,597 99	22,641 68	Key West	Mar. 29, 1864	R. R. Cuyler, Kennebec, Kanawha.
Steamer Eureka	27,273 88	2,665 00	24,608 88	New Orleans	April 23, 1864	Aroostook.
Steamer Elizabeth	83,112 92	16,862 74	66,250 18	New York	April 12, 1864	Keystone State, James Adger.
Schooner Exchange	6,052 87	1,052 55	5,000 32	New Orleans	April 23, 1864	Antona.
Schooner Ellen	5,557 23	970 58	4,586 65	do	June 10, 1864	Gertrude.
Schooner Edward	2,343 64	203 66	2,139 98	Key West	June 2, 1864	San Jacinto.
Schooner Excelsior	2,630 88	678 31	1,952 57	New Orleans	May 21, 1864	Katahdin.
Steamer Emilie	28,305 97	3,929 13	24,376 84	Philadelphia	April 26, 1865	Flag, Restless.
Schooner Experiment	20,785 18	1,460 11	19,325 07	New Orleans	July 28, 1864	Virginia.
Steamer Elsie and cargo	216,619 79	5,249 22	211,370 57	Boston	Dec. 2, 1864	Quaker City, Keystone State.
Schooner Emma	32,122 15	3,727 88	28,394 27	New Orleans	Feb. 21, 1865	Mobile.
Steamer Ella and Annie	185,500 01	5,486 62	181,013 79	Boston	Feb. 24, 1865	Niphon.
Steamer Emma Henry	294,869 01	5,973 92	288,895 09	New York	Feb. 28, 1865	Cherokee.
Schooner Eliza	5,745 41	666 71	5,078 70	Key West	April 21, 1865	Roebuck.
Schooner Ezilda	3,415 07	1,255 71	2,159 36	New York	April 21, 1865	South Carolina.
Brig Eco	4,281 21	1,039 35	3,246 86	New Orleans	Aug. 23, 1865	Gertrude, Princess Royal, Kanawha, Cayuga.
Schooner Flash	2,485 61	1,117 18	1,368 43	New York	Dec. 1, 1863	Restless, Onward.
Brig Falcon	3,655 93	1,263 29	2,392 64	do	Jan. 2, 1863	South Carolina.
Schooner Florida	1,865 00	1,106 76	758 24	do	Nov. 20, 1863	Matthew Vassar.
Schooner Fairwind	2,250 00	900 93	1,349 07	Philadelphia	May 19, 1863	Quaker City.
Schooner Fairplay	2,208 55	1,392 02	816 53	do	Oct. 19, 1863	Gem of the Sea.
Schooner Fannie Laurie	15,627 77	2,491 26	13,136 51	do	Mar. 17, 1864	Shepherd Knapp.
Schooner F. J. Capron	910 00	181 74	728 26	Washington	April 29, 1862	Freeborn.
Sloop Flying Cloud	225 00	126 48	98 52	do	Jan. 11, 1864	Anacostia, Primrose.
Schooner Fashion	231 88	138 23	93 65	Key West	Nov. 26, 1862	Ethan Allen.
Schooner Frances	1,208 48	374 56	833 92	do	Oct. 15, 1863	Sagamore.
Sloop Flying Fish	627 50	222 55	404 95	do	Oct. 21, 1863	Magnolia.
Schooner Fannie Lee	19,940 54	*4,213 22 2,185 44	13,541 88	Philadelphia	Feb. 18, 1864	St. Lawrence.
Sloop Florida	1,115 59	172 86	942 73	Key West	Mar. 17, 1864	Stars and Stripes.
Schooner Frolic	27,648 32	3,742 36	23,905 96	do	Mar. 17, 1864	Sagamore, Two Sisters.
Schooner Fashion, No. 2	1,395 99	336 70	1,059 29	do	Mar. 17, 1864	Juniata.
Schooner Five Brothers	7,313 65	1,084 37	6,229 28	do	Nov. 26, 1864	Octorara.
Schooner Florence Nightingale	37,362 61	2,904 04	34,458 57	do	June 22, 1864	Tioga, Octorara.
Sloop Fashion	12,348 87	1,175 91	11,172 96	New Orleans	June 29, 1864	Port Royal.
Schooner Friendship	3,209 94	850 37	2,359 57	do	April 12, 1864	Tennessee.

*Liberated, $4,213 22.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Fanny	$10,317 61	$1,125 66	$9,191 95	New Orleans	July 28, 1864	Owasco.
Schooner Frederick 2d	56,933 98	3,204 48	53,729 50	Key West	Oct. 7, 1864	Chocura.
Sloop Fortunate	1,270 58	462 32	808 26	Philadelphia	Feb. 7, 1865	Bermuda.
Schooner Forest King	899 59	833 65	65 94	New York		Crusader, Mississippi. (Waiting for prize list of Mississippi.)
Sloop Florida	1,276 90	172 18	1,104 72	Key West		Honeysuckle.
Schooner Fly	660 18	201 33	458 85	do	Mar. 22, 1865	Honeysuckle.
Schooner Flash	7,856 90	1,917 05	5,939 85	New Orleans	April 20, 1865	Princess Royal.
Steamer Florida	91,672 65	6,760 77	84,911 88	Philadelphia	May 13, 1865	Pursuit.
Schooner Fannie McRae	4,384 87	293 16	4,091 71	Key West	Aug. 12, 1865	Hendrick Hudson.
Schooner Florida	8,560 29	645 56	7,914 73	do	Aug. 16, 1865	James L. Davis.
Sloop Florida	702 32	202 41	499 91	do		Hibiscus.
Schooner Grace E. Baker	17,198 69	2,830 42	14,368 27	do	Oct. 6, 1862	R. R. Cuyler.
Sloop Good Luck	1,401 83	220 09	1,181 74	do	Oct. 24, 1862	St. Lawrence.
Goods, lot of*	696 04	202 63	493 41	Washington		George Mangham.
Goods, lot of	197 46	116 50	80 96	do	Oct. 13, 1865	Dan Smith.
Schooner Gold Leaf	205 00	86 12	118 88	do	Jan. 11, 1864	Jacob Bell.
Goods and money, lot of	288 65	170 45	118 20	do	Oct. 17, 1862	Western World.
Ship General Parkhill	9,803 85	†222 66 2,392 43	7,188 76	Philadelphia		Niagara.
Schooner George G. Baker	6,840 60	2,050 75	4,789 85	do	Feb. 17, 1863	Union.
Schooner Guide	20,407 67	1,549 53	18,858 14	do	Nov. 6, 1862	Huron.
Schooner Glide	22,980 84	1,609 21	21,371 63	do	Oct. 14, 1864	Marblehead, Passaic, Arago, Caswell.
Schooner Garonne	3,130 70	1,079 44	2,051 26	New York	Mar. 11, 1863	Santee.
Schooner Gipsy	9,162 97	1,397 23	7,765 74	do	Aug. 20, 1863	New London, Massachusetts.
Schooner Granite City	68,829 81	4,253 44	64,576 37	do	Nov. 20, 1863	Tioga.
Steamer Gertrude	88,987 60	8,913 31	80,074 29	do	Nov. 20, 1863	Vanderbilt.
Schooner George Chisholm	1,327 86	295 60	1,032 26	Washington	Feb. 18, 1864	Dai Ching.
Sloop Gophen	113 62	70 22	43 40	Key West	Dec. 19, 1864	Roebuck.
Schooner Gipsy	744 23	469 49	274 74	do	Feb. 29, 1864	Ethan Allen.
Sloop G. L. Brockenborough	12,128 59	2,718 19	9,410 40	do	Feb. 29, 1864	Sagamore, Fort Henry.

Schooner General Taylor	7,180 21	2,021 21	5,159 00	Philadelphia	Nov. 12, 1864	Crusader, Mahaska, Samuel Rotan.
Schooner General Prim	17,302 25	1,527 00	15,775 25	Key West	Mar. 9, 1864	De Soto.
Goods, lot of‡	702 08	211 23	490 85	Washington		Primrose, Cœur de Lion.
Steamer General Sigel, 4 boxes bitters, 12 boxes wine, 2½ barrels brandy, 5½ bb'ls whiskey§	183 60	67 07	116 53	Springfield	May 19, 1864	Fairplay.
Steamer Greyhound	497,858 55	12,896 54	484,962 01	Boston	Aug. 24, 1864	Connecticut.
Sloop Garibaldi	5,424 60	653 80	4,770 80	Key West	Mar. 14, 1865	Beauregard.
Sloop General Finnegan	3,661 05	414 37	3,246 68	do	June 29, 1865	San Jacinto.
Brig H. C. Brooks	51,982 52	5,467 83	46,514 69	New York	July 18, 1863	Harriet Lane, Minnesota, Wabash, Cumberland, Susquehanna, Monticello, Pawnee.
Steamer Henry Lewis	37,337 76	4,041 62	33,296 14	do	Nov. 25, 1863	R. R. Cuyler, Massachusetts, New London.
Schooner Hannah M. Johnson	2,470 26	932 81	1,537 45	do	Nov. 25, 1863	Perry.
Schooner Hallie Jackson	3,625 00	1,217 47	2,407 53	do	July 12, 1862	Union.
Schooner Henry Middleton	24,607 05	4,394 59	20,212 46	do	Jan. 2, 1863	Vandalia.
Schooner Hettiwan	13,455 37	1,997 52	11,457 85	do	Feb. 29, 1864	Ottowa, Housatonic, Flambeau.
Bark Hiawatha	269,319 27	29,615 56	239,703 71	do	Feb. 6, 1864	Minnesota, Cumberland, Perry, Keystone State, Star, (now called Monticello.)
Schooner Harriet Ryan	1,718 53	824 68	893 85	Philadelphia	Oct. 17, 1862	Pawnee.
Schooner Havelock	2,770 36	1,500 28	1,270 08	do	July 22, 1863	Jamestown.
Schooner Harvest	15,031 31	1,108 28	13,923 03	Washington	Oct. 19, 1863	Juniata.
Hoop skirts, 2 boxes whiskey, &c	200 08	87 72	112 26	do	May 17, 1862	Island Belle, Anacostia.
Schooner Hampton	5,586 42	684 80	4,901 62	do	Jan. 11, 1864	Currituck.
Schooner Henry Travers	7,648 76	1,142 61	6,506 15	Key West	Feb. 6, 1863	Bohio.
Schooner Hermosa	27,621 05	4,019 90	23,601 15	do	Oct. 8, 1863	Connecticut.
Schooner Hattie	64,399 30	5,247 67	59,151 63	New York	Feb. 18, 1864	Florida.
Schooner Hunter	12,658 10	1,142 23	11,515 87	Philadelphia	Feb. 18, 1864	Kanawha, Colorado, Lackawanna, Pocahontas, Aroostook, Kennebec, R. R. Cuyler.
Schooner Herald	2,584 72	377 30	2,207 42	Washington	Feb. 18, 1864	Calypso.
Schooner Harriet	5,556 85	645 45	4,911 40	Key West	Mar. 12, 1864	Tahoma.
Schooner Handy	979 06	326 38	652 68	do	Mar. 17, 1864	Octorara.
Schooner Hortense	2,647 73	350 86	2,296 87	do	Mar. 17, 1864	Somerset.
Steamer Herald	87,866 77	3,483 97	84,382 80	Boston	April 12, 1864	Tioga.
Bark H. M. McGuinn‖	700 00	376 75	323 25	New Orleans		Vincennes, Clifton.
Schooner Helena	5,595 51	922 02	4,673 49	do	May 21, 1864	Ossipee.
Schooner Henry Colthirst	4,434 56	851 42	3,583 14	do	June 8, 1864	Virginia.
Steamer Hattie	18,000 00	722 40	17,277 60	St. Augustine	Nov. 4, 1864	Pawnee, Columbine.
Steamer Hope	271,192 35	7,895 52	263,296 83	Boston	Feb. 24, 1865	Eolus.

*Waiting for prize list of the George Mangham. †$222 66 awarded to claimants. ‡Waiting for prize list of the Cœur de Lion.
§Vessel not included. ‖Waiting for prize lists of the Vincennes and Clifton.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Sloop Hannah	$339 50	$123 00	$216 50	Key West	Mar. 22, 1865	Beauregard.
Sloop Hancock	239 62	107 57	132 05	do	April 21, 1865	Sunflower.
Sloop Hope	6,299 47	937 28	5,362 19	do	April 21, 1865	Beauregard.
Sloop Henrietta	8,961 96	768 38	8,193 58	do	Aug. 25, 1865	Merrimac.
Schooner Isabel or W. R. King	4,672 87	480 15	4,192 72	do	Oct. 16, 1862	Montgomery.
Schooner Ida	784 15	455 10	329 05	do	Feb. 17, 1863	Mercedita.
Brig Intended	8,874 90	1,865 48	7,009 42	Philadelphia	Feb. 17, 1863	Jamestown.
Schooner Ida	486 74	230 16	256 58	Key West	Mar. 17, 1864	James S. Chambers.
Sloop Isabella	76 87	65 58	11 29	do	Mar. 29, 1864	Fort Henry.
Schooner Independence	1,600 00	751 32	848 68	New Orleans	Nov. 26, 1864	Potomac.
Iron, railroad, 1,200 bars*	3,467 08	1,204 77	2,262 31	Philadelphia		Mohican, Potomska, Pocahontas.
Iron, railroad, 658 bars*	5,942 62	1,734 75	4,207 87	do		Mohican, Potomska, Pocahontas.
Schooner Island Belle	10,717 30	1,865 31	8,851 99	do	Nov. 17, 1864	Augusta.
Steamer Ida			35,237 06	do	April 18, 1865	Sonoma.
Schr. John & Nathaniel Taylor	1,700 00	294 85	1,405 15	New York		Commodore Perry, Underwriter, Whitehead.
Schooner J. W. Wilder	24,618 44	3,431 26	21,187 18	do	Dec. 1, 1863	R. R. Cuyler.
Schooner Joana Ward	7,503 00	1,995 14	5,507 86	do	Jan. 31, 1863	Harriet Lane.
Schooner J. G. McNeil	6,536 90	1,306 92	5,229 98	do	Oct. 20, 1863	Arthur.
Schooner James Norcom†	2,200 00	319 85	1,880 15	do		Shawsheen.
Schooner Julia Worden	3,090 34	986 54	2,103 80	Philadelphia	Dec. 1, 1863	Restless.
Schooner Julia	17,347 96	1,419 22	15,928 74	Key West	Oct. 10, 1863	Kittatinny.
Sloop Julia	571 39	181 24	390 15	do	Oct. 17, 1863	Sagamore.
Schooner Julia	9,942 56	1,572 65	8,369 91	Boston	April 27, 1863	Cambridge.
Steamer Juno	135,102 00	4,608 44	130,393 67	do	Jan. 30, 1864	Connecticut.
Sloop John Wesley	1,875 90	244 21	1,631 69	Key West	Mar. 17, 1864	Circassian.
Sloop Jane Adelie	6,699 71	667 24	6,032 47	do	Mar. 9, 1864	De Soto.
Sloop Julia	15,428 96	1,502 42	13,926 54	do	Mar. 9, 1864	Tioga.
Sloop Justina	1,720 53	454 68	1,465 85	do	Mar. 17, 1864	Tioga.
Schooner Juniper	2,228 59	502 32	1,726 27	do	Mar. 17, 1864	Kennebec.
Schooner Joe Flanner	11,747 21	1,466 52	10,280 69	do	Mar. 29, 1864	Pembina.
Steamer Jeff Davis‡	500 00	47 45	452 55	Springfield		Benton, St. Louis, Louisville, Carondelet, Cairo.
Steamer James Battle	240,895 62	17,651 16	223,244 46	Key West	April 12, 1864	De Soto.

Schooner John Scott	37,728 84	3,110 22	34,618 62	New Orleans	April 23, 1864	Kennebec.
Schooner J. T. Davis	9,925 00	1,465 04	8,459 96	do	May 21, 1864	Cayuga.
Schooner John Douglass	41,011 62	3,402 52	37,609 10	do	June 18, 1864	Penobscot.
Schooner Jupiter	35,982 40	3,299 80	32,682 60	Philadelphia	Oct. 11, 1864	Cimarron, Nantucket.
Schooner Judson	23,495 74	1,895 33	21,600 41	New Orleans	Oct. 7, 1864	Conemaugh.
Steamer Jupiter	8,331 73	1,482 99	6,848 74	Boston	Oct. 11, 1864	Proteus.
Schooner James Williams	5,510 15	749 77	4,760 38	New Orleans	Oct. 12, 1864	Penobscot.
Schooner J. C. McCabe	452 11	168 03	284 08	Washington	Oct. 19, 1863	Zouave.
Schooner John	32,514 71	3,044 49	29,470 22	New Orleans	Mar. 22, 1865	Augusta Dinsmore.
Sloop Josephine	1,826 77	333 97	1,492 80	Key West	April 22, 1865	Sunflower.
Schooner Joseph H. Toone	15,606 48	3,490 44	12,116 44	New York	April 21, 1865	South Carolina.
Schooner Julia	5,468 81	1,215 93	4,252 88	New Orleans	June 3, 1865	Chocura.
Schooner Josephine	16,046 81	3,048 49	12,998 32	do	June 26, 1865	Seminole.
Schooner John Hale	14,032 46	599 06	13,433 40	Key West	Aug. 12, 1865	Matthew Vassar.
Steamer Julia	159,129 41	4,807 54	154 321 87	do	Aug. 16, 1865	Acacia.
Schooner Kate	4,188 33	593 23	3,595 10	do	Oct. 23, 1863	Roebuck.
Schooner Kate, cargo of	98 00	51 25	46 75	Washington	Oct. 23, 1863	Adolph Hugel.
Steamer Kate Dale	370,708 39	14,910 27	355,798 12	Philadelphia	Jan. 6, 1864	R. R. Cuyler.
Steamer Kaskaskia	1,300 00	376 55	923 45	Springfield	Jan. 11, 1864	Cricket.
Steamer Kate	31,180 00	1,890 42	29,289 58	New York	Feb. 16, 1864	Mount Vernon, Iroquois, James Adger, Niphon.
Sloop Kate	3,572 22	442 22	3,130 00	Key West	July 6, 1864	Brooklyn.
Sloop Kate §	711 81	126 27	585 54	do		Pursuit.
Schooner La Criolla	2,828 64	871 83	1,956 81	Philadelphia	Nov. 26, 1862	Bienville.
Steamer Lodona	246,651 32	14,944 84	231,706 48	do	April 25, 1863	Unadilla.
Schooner Lion	4,935 25	1,350 70	3,584 55	do	Nov. 5, 1863	Delaware.
Schooner Ladies' Delight	1,813 72	287 32	1,526 40	Washington	Oct. 19, 1863	Primrose, Anacostia, Currituck, Satellite.
Schooner Lookout	1,468 87	254 00	1,214 87	do	April 16, 1862	Cœur de Lion.
Schooner Lion	8,573 54	1,093 68	7,479 86	Key West	Oct. 16, 1862	Kingfisher.
Schooner Lavinia	9,580 38	880 96	8,699 42	do	Jan. 23, 1863	Santiago de Cuba.
Schooner Lily	5,189 53	835 88	4,353 65	do	Oct. 13, 1863	W. G. Anderson.
Schooner Lynnhaven	7,000 00	401 15	6,598 85	New York	Dec. 8, 1863	Delaware, Louisiana, Hetzel, Commodore Perry, Valley City, Underwriter, Morse, Ceres, H. Brincker, Whitehead, Shawsheen, Lockwood, General Putnam, J. N. Seymour.
Schooner Lovely Belle ‖	2,200 00	319 85	1,880 15	do		General Putnam.
Schooner Louisa Agnes	1,105 00	1,401 00	No proceeds	do		General Putnam.
Schooner Lizzie Weston	76,286 67	8,738 92	67,547 75	do	Feb. 17, 1863	Itasca.
Schooner Lucy C. Holmes	29,745 62	3,952 10	25,793 52	do	Jan. 31, 1863	Santiago de Cuba.
Schooner Louise	45,053 49	1,970 51	43,082 98	Boston	Jan. 23, 1863	Albatross.

§Waiting for prize list of the Pursuit.
*Waiting for prize lists of Mohican, Potomska, and Pocahontas.
‖Taken by War Department; not paid for.
†Waiting for prize list of Shawsheen.
¶Taken by War Department; not paid for.
‡Waiting for prize lists of Benton, St. Louis, Louisville, Carondelet, and Cairo.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Steamer Lizzie	$12,244 73	$1,836 04	$10,408 69	Philadelphia	Jan. 11, 1864	Santiago de Cuba.
Schooner Louisa	1,977 27	1,078 62	898 65	do	Feb. 29, 1864	Bienville.
Schooner Linnet	2,022 42	388 17	1,634 25	Key West	Dec. 14, 1864	Union.
Schooner Lydia and Mary	2,864 66	918 66	1,946 00	Philadelphia	Feb. 29, 1864	Restless.
Sloop Louisa Dudley	2,693 07	620 50	2,072 57	Key West	Mar. 17, 1864	McLellan.
Schooner Lady Maria	30,646 45	2,228 42	28,418 03	do	May 7, 1864	De Soto, Stonewall.
Steamer Lizzie Davis	18,351 16	2,441 08	15,910 11	New Orleans	June 7, 1864	San Jacinto.
Schooner Locadie	1,997 00	656 44	1,340 56	do	Nov. 26, 1864	Commodore.
Schooner Lida	9,753 54	1,374 45	8,379 09	Philadelphia	April 23, 1864	Seminole.
Schooner Louisa	5,611 35	1,121 50	4,489 85	New Orleans	June 4, 1864	Queen.
Sloop Last Trial	109 96	108 85	1 11	Key West		Beauregard, San Jacinto, Dale, Tioga, Tahoma, Huntsville, Wanderer, Eugenie, Sunflower, Sea Bird, Honduras, Marigold.
Schooner Lily	5,995 66	966 68	5,028 98	New Orleans	June 18, 1864	Penobscot.
Schooner Lynchburg	11,449 43	4,437 27	7,012 16	New York	July 28, 1864	Quaker City.
Schooner Lily	9,019 94	1,074 50	7,945 44	New Orleans	July 28, 1864	Owasco.
Schooner Laura	6,843 01	871 94	5,971 07	do	July 28, 1864	Owasco.
Steamer Little Ada	44,489 95	1,580 69	42,909 26	Boston	Feb. 16, 1865	Gettysburg.
Steamer Lady Sterling	509,354 64	9,463 35	494,891 29	New York	Feb. 7, 1865	Calypso, Eolus.
Schooner Louisa	5,491 49	1,227 36	4,264 13	New Orleans	Feb. 14, 1865	Chocura.
Schooner Lone	2,631 60	723 59	1,908 01	do	Feb. 14, 1865	Fort Morgan.
Steamer Lucy	268,948 20	6,534 72	262,413 48	Boston	Mar. 9, 1865	Santiago de Cuba.
Schooner Leartad	43,261 72	4,380 79	38,880 93	Key West	Mar. 22, 1865	San Jacinto.
Schooner Linda	1,237 65	171 50	1,066 15	do	Mar. 22, 1865	Beauregard, Norfolk Packet.
Schooner Lowood	34,555 03	5,948 70	28,606 33	New Orleans	April 22, 1865	Chocura.
Steamer Laura	36,052 92	1,589 90	34,463 02	Key West	April 22, 1865	Stars and Stripes, Hendrick Hudson.
Sloop Lydia	1,302 17	224 76	1,077 41	do	April 22, 1865	Beauregard.
Schooner Lily	1,102 00	625 04	476 96	New Orleans	June 2, 1865	Metacomet.
Sloop Last Resort	1,987 58	290 15	1,697 43	Key West	Aug. 25, 1865	Roebuck.
Sloop Lauretta	52 63	52 63	No proceeds.	do		Roebuck.
Schooner Lucy	5,879 64	341 52	5,538 12	do	Aug. 12, 1865	Hendrick Hudson.
Brig Lilla	73,679 67	3,929 45	69,750 22	Boston	June 20, 1865	Quaker City.

Schooner Late Hurley	3,500 86	1,245 75	2,255 11	New Orleans	Aug. 22, 1865	Chocura.
Schooner Mars	1,141 00	1,157 04	No proceeds.	New York		
Schooner Major Barbour	44,567 76	8,278 68	36,289 08	....do	Jan. 30, 1863	De Soto, Kittatinny.
Sloop Mercury*	1,548 20	545 99	1,002 21	....do		Quaker City, Memphis, Powhatan, Flag.
Schooner Maria	3,399 92	2,048 52	1,351 40	....do	Dec. 1, 1863	Santiago de Cuba.
Brig Minna	2,340 11	1,381 10	959 01	....do	Nov. 20, 1863	Victoria.
Schooner Maria Bishop	4,539 95	2,667 80	1,872 15	....do	Dec. 24, 1863	Courier.
Schooner Mary Jane	1,731 39	1,033 74	697 65	....do	Dec. 9, 1863	Mount Vernon, State of Georgia.
Steamer Magnolia	173,955 77	6,551 61	167,404 16	Key West	Oct. 16, 1862	Huntsville, Brooklyn, South Carolina, Mercedita, Itasca.
Sloop Margaret	3,549 98	234 47	3,315 51	....do	Oct. 16, 1862	Sciota.
Schooner Magnolia	41,731 61	3,199 02	38,532 59	....do	Oct. 8, 1863	Hatteras.
Sloop Maria	4,849 37	722 25	4,127 12	....do	Oct. 17, 1863	Rachel Seaman, Kensington.
Schooner Margaret	378 73	160 95	217 78	....do	Oct. 6, 1862	Tahoma, Hendrick Hudson.
Schooner Martha Ann	1,498 02	714 44	783 58	Washington	Oct. 1 , 1863	Samuel Rotan.
Sloop Mary Grey†	224 37	166 01	58 36	....do		Eureka, T. A. Ward.
Bark Meaco	92,213 47	*a*30,155 56 6,090 02	55,967 89	Philadelphia	Mar. 11, 1863	Brooklyn, St. Louis.
Schooner Mabel	8,781 50	1,753 61	7,027 89	....do	Nov. 6, 1862	Dale, St. Lawrence.
Schooner Morning Star	1,168 61	645 02	523 59	....do	Nov. 25, 1862	Bienville.
Schooner Mary Wood	3,292 78	1,039 79	2,252 99	....do	Nov. 11, 1864	Pawnee.
Schooner Mary Elizabeth	685 68	596 82	88 86	....do	Oct. 19, 1863	Stars and Stripes, Mystic, State of Georgia.
Schooner Major E. Willis	36,242 45	2,098 37	34,144 08	....do	Nov. 5, 1863	Powhatan, Housatonic, Paul Jones, Huron, Unadilla, Augusta, South Carolina, America, G. W. Blunt, New Ironsides, Flag, Stettin, Ladona.
Merchandise, 680 pieces‡	312 16	106 32	205 84	Boston		Hunchback.
Schooner Monterey	837 10	287 04	550 06	Washington	April 16, 1862	Resolute.
Steamer Memphis	543,495 15	32,581 08	510,914 07	New York	Nov. 10, 1863	Magnolia.
Merchandise, cargo of§	250 80	82 92	167 88	Washington		Cœur de Lion, Dan Smith.
Schooner Meteor	2,589 70	201 86	2,387 84	Key West	Dec. 3, 1864	Sagamore.
Sloop Magnolia	561 25	130 38	430 87	....do	June 11, 1864	San Jacinto.
Schooner Maria Alberta	4,583 25	387 87	4,195 38	....do	Nov. 26, 1864	San Jacinto.
Steamer Merrimack	202,741 16	11,702 48	191,038 68	New York	Feb. 22, 1864	Iroquois.
Schooner Mississippian	34,981 94	2,495 52	32,486 42	Key West	Feb. 29, 1864	De Soto.
Steamer Maggie Fulton	1,107 71	377 09	730 62	....do	Mar. 17, 1864	Gem of the Sea.
Schooner Mary Jane	689 88	122 83	567 05	....do	Feb. 29, 1864	Tahoma.
Schooner Mattie‖	1,913 59	390 29	1,523 30	....do		Annie.
Schooner Miriam	47,939 13	3,465 84	44,473 29	....do	June 9, 1864	Itasca.

* Waiting for prize lists of the Memphis, Powhatan, and Flag.
† Waiting for prize list of the T. A. Ward.
‖ Waiting for prize list of the Annie, a tender.
‡ Waiting for prize list of the Hunchback.
§ Waiting for prize lists of the Cœur de Lion and Dan Smith.
a Allowed to claimants.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Sloop Minnie	$4,290 56	$619 67	$3,670 89	Key West	Mar. 29, 1864	Huntsville.
Steamer Montgomery	20,251 94	2,059 22	18,192 72	New Orleans	June 9, 1864	De Soto.
Schooner Mack Canfield	33,445 11	3,028 13	30,416 98	do	April 12, 1864	W. G. Anderson.
Merchandise, 4 mules and 1 buggy	365 00	93 27	271 73	Springfield	April 23, 1864	Argosy.
Mules, 21	1,900 00	139 02	1,760 98	do	Nov. 17, 1864	Juliet.
Mules, 13*	1,175 00	1,014 39	160 61	do		Conestoga.
Schooner M. J. Smith	89,809 65	7,381 35	82,425 30	New Orleans	April 23, 1864	Kennebec.
Steamer Minna	116,901 21	5,990 77	110,910 44	Boston	April 12, 1864	Circassian.
Money, $627 25†	627 25	76 22	551 03	Springfield		St. Louis.
Schooner Martha Jane	21,130 14	2,022 26	19,107 88	Key West	June 1, 1864	Fort Henry.
Schooner Mary Douglas	4,865 75	818 71	4,047 04	New Orleans	June 8, 1864	Virginia.
Schooner Marion	381 96	235 52	146 44	do	June 17, 1864	Aroostook.
Schooner Mary Ann	116,544 74	4,188 42	112,356 32	Boston	July 19, 1864	Grand Gulf.
Schooner Mary Sorley	103,083 46	5,292 18	97,791 28	New Orleans.	July 28, 1864	Sciota.
Schooner Maria Albert	3,866 94	805 49	3,061 45	do	July 28, 1864	Rachel Seaman.
Schooner Mary Clinton	10,432 43	3,197 55	7,234 88	do	Oct. 29, 1864	Powhatan.
Steamer Minnie	353,943 42	9,070 16	344,873 26	Boston	Oct. 10, 1864	Connecticut.
Steamer Margaret and Jessie‡	170,708 34	12,549 87	158,158 47	New York	Oct. 17, 1864	Fulton, Keystone State, Nansemond.
Steamer Matagorda	389,367 35	5,798 52	353,568 83	Boston	Dec. 3, 1864	Magnolia.
Steamer Mayflower	20,114 22	1,831 01	18,283 21	Key West	Feb. 2, 1865	Union.
Schooner Mary	28,638 62	1,661 22	26,977 40	New York	Mar. 22, 1865	Mackinaw.
Sloop Maria Louisa	4,106 57	408 71	3,697 86	Key West	Mar. 22, 1865	Roebuck.
Schooner Miriam	2,869 15	367 78	2,501 37	do	Mar. 22, 1865	Honeysuckle.
Sloop Mary	9,550 89	1,007 89	8,543 00	do	Mar. 22, 1865	Roebuck.
Brig Minnie	6,409 29	1,261 75	5,147 54	Philadelphia	April 18, 1865	Lodona.
Schooner Mary Ann	2,971 81	837 99	2,133 82	New Orleans	April 22, 1865	Itasca.
Sloop Mary Ellen	3,875 35	444 82	3,430 53	Key West	April 26, 1865	San Jacinto.
Schooner Minnie	3,362 16	296 76	3,065 40	do	April 26, 1865	Beauregard.
Steamer Mail	63,319 11	5,421 11	57,898 00	do	April 26, 1865	Honduras, S. Jacinto, (Fox, Sea Bird, Two Sisters.)
Schooner Matilda	7,219 87	1,238 10	5,981 77	New Orleans	June 26, 1865	Penobscot.
Schooner Malta	8,636 46	1,650 03	6,986 43	do	Aug. 22, 1865	Glide.

Schooner Mary Ellen	5,082 00	830 67	4,251 33	....do	Aug. 16, 1865	Kanawha.
Schooner Mary	804 84	127 20	677 64	Key West	Aug. 12, 1865	Pursuit.
Schooner Medora	12,452 05	3,853 08	8,598 97	New Orleans	Aug. 21, 1865	J. P. Jackson, Stockdale.
Schooner Nelly	1,164 83	732,16	432 67	Philadelphia	Mar. 2, 1863	Alabama.
Brig Napier	4,702 57	1,005 79	3,696 78	....do	June 28, 1864	Mount Vernon, Mystic, Chippewa, Stars and Stripes.
Sloop (no name§)	488 65	188 09	300 56	Washington	.....	Commodore Morris.
Schooner Newcastle	34,921 35	2,686 62	32,234 73	Key West	Oct. 16, 1862	Bainbridge.
Bark, (slave, name unknown*)	9,631 27	591 39	9,039 88	....do	Nov. 26, 1862	
Brig Nahum Stetson	4,710 68	317 92	4,392 76	....do	Nov. 26, 1864	Brooklyn, Massachusetts.
Schooner, (name unknown)	2,000 00	315 85	1,684 15	New York	Dec. 8, 1863	Commodore Perry, Delaware, Hetzel, Louisiana, Valley City, Underwriter, Ceres, H. Brinker, Morse, Whitehead, Shawsheen, Lockwood, J. N. Seymour, General Putnam.
Sloop New Eagle	8,008 50	1,196 48	6,812 02	....do	Jan. 27, 1863	Matthew Vassar, Sea Foam.
Ship North Carolina	10,850 00	6,753 74	4,096 26	....do	Nov. 20, 1863	Quaker City.
Sloop Neptune, cargo of	15,669 17	1,464 95	14,204 22	....do	Dec. 26, 1863	Housatonic, New Ironsides.
Steamer Nicholai 1st	33,226 88	4,848 94	28,377 94	....do	Nov. 25, 1863	Victoria.
Sloop, (no name)	195 63	133 72	61 91	Washington	Feb. 29, 1864	Eureka.
Schooner New Year	15,906 18	1,776 22	14,129 96	Key West	April 12, 1864	Sagamore.
Schooner Napoleon	1,071 87	679 90	391 97	New York	Mar. 17, 1864	Stars and Stripes, Philadelphia, Louisiana, Hetzel, Delaware, Commodore Perry, Valley City, Underwriter, Commodore Barney, Hunchback, Southfield, Morse, H. Brinker, Lockwood.
Steamer Neptune	40,820 58	4,460 44	36,360 14	Key West	Mar. 29, 1864	Lackawanna.
Steamer Nassau	71,958 63	10,699 23	61,259 40	New York	May 10, 1864	State of Georgia, Victoria.
Schooner Nanjemoy	35 00	.....	No proceeds.	Washington	.....	
Sloop Nellie	20,643 24	1,580 90	19,062 34	New York	July 19, 1864	South Carolina.
Steamer Nutfield	2,219 00	352 60	1,866 40	Washington	Oct. 29, 1864	Sassacus.
Sloop Neptune	20,045 35	1,654 58	18,390 77	Key West	April 26, 1865	Sunflower, Honduras, J. L. Davis.
Sloop, (no name)	95 00	87 92	7 08	....do	.....	San Jacinto.
Steamer Nan Nan	21,006 02	2,035 78	18,970 24	....do	May 1, 1865	Nita.
Sloop Nina	440 71	105 56	335 15	....do	.....	Roebuck.
Sloop Osceola	600 00	240 95	359 05	New York	July 21, 1863	New London, Massachusetts, R. R. Cuyler.
Schooner Olive	1,750 00	274 20	1,475 80	....do	July 21, 1863	New London, Massachusetts, R. R. Cuyler.
Steamer Ouachita	9,800 00	2,167 84	7,632 16	....do	Nov. 25, 1863	Memphis.
Schooner Odd Fellow	7,069 52	1,321 29	5,748 23	....do	Dec. 17, 1863	Monticello.
Schooner Olive Branch	5,944 74	344 58	5,600 16	Key West	Oct. 16, 1862	Kingfisher, Ethan Allen.
Sloop Octavia	686 00	74 62	611 38	....do	Oct. 16, 1862	Sagamore, Mercedita.

* Waiting for prize list of the Conestoga. † Waiting for prize list of the St. Louis. ‡ $54,426 59 distributed to owners, officers, and crew of the Fulton, army transport.
§ Waiting for prize lists of the Commodore Morris.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Orion	$7,900 80	$709 33	$7,191 47	Key West	Oct. 13, 1863	Quaker City.
Schooner Ocean Wave	4,266 69	1,084 63	3,182 06	Philadelphia	Oct. 17, 1862	Pawnee.
Schooner Olive S. Breeze*	2,078 05	445 09	1,632 96	Key West	----------	Two Sisters, (tender to the Magnolia.)
Schooner Ocean Bird, cargo of	282 31	212 60	69 71	Boston	June 4, 1864	Norfolk Packet.
Schooner Ora Monita	856 20	249 96	606 24	St. Augustine	Nov. 4, 1864	Beauregard.
Schooner O. K.	2,890 70	297,86	2,592 84	Key West	Mar. 22, 1865	Union.
Sloop Oscar	32,079 00	2,621 97	29,457 07	do	April 26, 1865	San Jacinto.
Steamer P. C. Wallis†	----------	----------	31,232 76	Boston	----------	Hatteras, New London, J. P. Jackson.
Schooner Providence	929 90	678 94	250 96	Philadelphia	Nov. 6, 1862	Bienville.
Schooner Prince Alfred	3,618 20	2,001 20	1,617 00	do	July 21, 1864	Susquehanna.
Schooner Pride	2,918 06	401 39	2,516 67	Washington	Oct. 19, 1863	Chocura.
Property, lot of	2,043 74	286 85	1,756 89	do	Aug. 15, 1862	Reliance, Anacostia.
Property, lot of	569 11	170 02	399 09	do	Oct. 19, 1863	
Property, lot of ‖	269 97	92 30	177 67	do	----------	William Bacon.
Sloop Pointer§	101 93	86 29	15 64	do	----------	Reliance.
Property, lot of	2,166 54	269 37	1,897 17	do	Oct. 19, 1863	T. A. Ward.
Property, lot of¶	1,996 76	285 45	1,711 31	do	----------	Matthew Vassar.
Schooner President	12,411 13	1,293 15	11,117 98	Key West	Oct. 16, 1862.	Owasco.
Schooner Princeton	3,870 28	916 96	2,953 32	do	Oct. 16, 1862	Susquehanna.
Schooner Prize	837 84	237 54	600 30	do	Oct. 24, 1863	Octorara.
Sloop Pioneer	2,366 92	1,058 18	1,308 74	New York	April 27, 1863	Portsmouth.
Steamer Patras, cargo of	58,787 64	6,336 82	52,450 82	do	Dec. 9, 1863	Bienville.
Steamer Planter	198,690 58	16,872 00	181,818 58	Key West	Feb. 29, 1864	Lackawanna.
Steamer Patras	34,000 00	4,077 41	29,922 59	New York	Feb. 29, 1864	Bienville.
Bark Pioneer	31,401 25	2,913 81	28,487 44	do	April 14, 1864	Monticello, Quaker City.
Pianos, 2**	134 00	103 21	30 79	Springfield	----------	Great Western.
Schooner Paul	975 65	134 04	841 61	Key West	April 16, 1864	Sagamore.
Prize money	59,943 42	1,198 86	58,744 56	Washington	Oct. 29, 1864	Curlew, Gen. Pillow, New Era, Louisville, Mound City, Conestoga, Marmora, Signal, Pittsburg, Cincinnati, Gen. Lyon, Romeo, Carondolet, Tyler, Petrel, Black Hawk, and tugs.
Schooner Pancha Larissa	8,980 85	1,225 00	7,755 85	New Orleans	April 22, 1865	Sciota.

Sloop Pickwick	335 85	102 70	233 15	Key West	Aug. 25, 1865	Sunflower.
Schooner Peep O'Day	3,488 84	363 70	3,125 14	do	Aug. 25, 1865	Pursuit.
Schooner Pet	19,820 25	3,952 08	15,868 17	New Orleans	June 26, 1865	Bienville, Princess Royal.
Sloop Phantom	521 25	103 47	417 78	Key West	Aug. 12, 1865	Honeysuckle.
Steamer Pevensey, part of cargo	5,456 50	691 16	4,765 34	New York	Aug. 21, 1865	Newbern.
Steamer Princess Royal	360,382 61	22,566 50	337,816 11	Philadelphia	Oct. 13, 1865	Unadilla, Augusta, Housatonic, America, G. W. Blunt, ($10,000 decreed to Memphis and Quaker City.)
Rice, 103 casks of	3,510 34	896 33	2,614 01	New York	May 28, 1863	Albatross, Norwich.
Rice, 1,253 bags of	4,134 92	1,098 87	3,036 35	do	Jan. 23, 1863	Albatross.
Schooner Revere	3,335 73	1,744 87	1,590 86	do	Sept. 15, 1863	Monticello, Maratanza, Mahaska.
Schooner Reindeer	10,147 90	1,644 70	8,503 20	do	Jan. 11, 1864	Arthur.
Schooner Rambler	8,807 99	1,384 53	7,423 46	do	May 2, 1864	Connecticut.
Schooner Robert Bruce	38,338 17	6,981 52	31,356 65	do	Feb. 4, 1864	Penobscot.
Schooner Reindeer, cargo of	8,895 29	2,051 53	6,843 76	do	Nov. 25, 1863	W. G. Anderson.
Schooner Rising Dawn	3,212 70	1,213 69	1,999 01	do	Jan. 11, 1864	Mount Vernon.
Schooner Rose	7,778 40	758 92	7,019 48	Key West	Oct. 16, 1862	Sagamore, Mercedita.
Schooner R. C. Files	36,065 40	2,831 15	33,234 25	do	Oct. 16, 1862	Kanawha.
Steamer Reliance	84,719 50	6,394 27	78,325 23	do	Jan. 29, 1863	Huntsville.
Schooner Rising Sun	1,294 02	246 93	1,047 09	Washington	Oct. 19, 1863	Wyandank.
Schooner Reindeer	240 00	162 20	77 80	do	April 20, 1862	Island Belle, Satellite.
Sloop Richard Vaux	380 00	154 82	225 18	do	Feb. 18, 1864	Primrose.
Schooner Rebecca	2,022 41	612 04	1,410 37	Philadelphia	Nov. 6, 1862	Bienville.
Schooner Rowena	5,553 01	929 96	4,623 05	do	Sept. 15, 1863	Pembina, Pawnee, Huron, Unadilla, H. Andrews, E. B. Hale, Ellen.
Schooner R. O. Bryan, cargo of Rum, 8 bbls., 37 hhds. sugar, and small lot of lumber.	1,209 78 4,479 50	371 13 456 83	838 65 4,022 67	Boston Springfield	Jan. 13, 1863 Nov. 26, 1864	Rhode Island. Rattler, Petrel.
Sloop Richard	3,474 65	370 28	3,104 37	Key West	June 9, 1863	Gem of the Sea.
Schooner Ringdove	1,036 51	150 85	885 66	do	June 8, 1863	Roebuck.
Sloop Relampago No. 1	3,395 39	588 01	2,807 38	do	June 4, 1863	James S. Chambers.
Schooner Royal Yacht	27,676 28	2,653 74	25,022 54	do	Nov. 2, 1863	W. G. Anderson.
Schooner Rebekah	2,858 09	426 08	2,432 01	do	Feb. 29, 1864	J. S. Chambers.
Sloop Relampago No. 2	3,161 61	447 65	2,713 96	do	Feb. 29, 1864	Jasmine.
Schooner R. F. Renshaw††	850 00	112 35	737 65	Boston	.....	Louisiana.
Sloop Rosalie	2,710 75	435 86	2,274 89	Key West	Mar. 17, 1864	Octorara.
Sloop Richards*	790 76	209 26	581 50	do	.....	Two Sisters.
Sloop Ranger	1,338 85	187 12	1,151 73	do	June 22, 1864	Fort Henry, Wanderer.

*Waiting for prize list of the Two Sisters, a tender to the Magnolia.
†Final decree not received.
‡Captors contesting rights to share.
‖Waiting for prize list of the William Bacon.
§Waiting for prize list of the Reliance.
¶Waiting for prize list of the M. Vassar.
**Waiting for prize list of the Great Western.
††Waiting for prize list of the Louisiana.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Schooner Rapid	$7,564 31	$777 11	$6,787 20	Key West	Mar. 17, 1864	De Soto.
Schooner Reserve	4,524 37	973 42	3,550 95	New Orleans	April 12, 1864	Kittatinny.
Schooner Restless Union	377 00	341 27	35 73	do	April 12, 1864	Commodore.
Schooner Ripple	26,986 56	2,067 36	24,919 20	Key West	Mar. 29, 1864	Kanawha.
Schooner Revere*	765 46	300 00	465 46	Boston		Cambridge, Susquehanna.
Steamer Rouen	38,662 26	1,905 72	36,756 54	do	Mar. 9, 1865	Keystone State.
Sloop Racer	6,350 38	741 13	5,609 25	Key West	Mar. 22, 1865	Beauregard.
Sloop Resolute	563 25	122 53	440 72	do	Mar. 22, 1865	Beauregard.
Schooner Roebuck	9,071 02	974 53	8,096 49	do	May 1, 1865	San Jacinto.
Schooner Rebel	114 59	88 38	26 21	do	Aug. 16, 1865	Roebuck.
Schooner R. H. Vermylea	6,220 89	1,118 35	5,102 54	New Orleans	June 29, 1865	Quaker City.
Schooner Rob Roy	528 43	98 36	430 07	Key West	Aug. 12, 1865	Stars and Stripes.
Rosin, 25 barrels, &c.	20,494 47	3,091 81	17,403 66	St. Augustine		Pawnee, Columbia.
Steamer Ruby	14,286 00	2,482 61	11,803 39	Key West	Sept. 1, 1865	Proteus.
Schooner San Juan	2,728 86	1,031 85	1,697 01	Philadelphia	July 21, 1864	Susquehanna.
Schooner Specie	10,214 86	1,275 91	8,938 95	do	Oct. 17, 1862	Dale.
Steamer Salvor	38,250 94	†3,029 19 3,379 18	31,842 57	do	Jan. 14, 1863	Keystone State.
Schooner Sarah	21,454 10	1,671 22	19,782 88	do	Nov. 26, 1863	Keystone State, Seneca, Norwich, Alabama, James Adger, Shepherd Knapp, Roebuck.
Schooner Susan Jane	12,558 35	2,763 66	9,794 69	do	April 23, 1864	Pawnee.
Schooner Sally Mears	2,800 00	1,427 45	1,372 55	Washington	Oct. 19, 1363	Quaker City.
Sloop S. W. Green	232 50	109 55	122 95	do	Oct. 19, 1863	T. A. Ward.
Schooner Sarah Lavinia	415 00	163 89	251 11	do	Oct. 19, 1863	Primrose.
Schooner Southerner	605 00	164 10	440 90	do	Sept. 21, 1862	Wyandank, Jacob Bell, Teazer.
Schooner Sabine	205 00	114 19	90 81	do	Nov. 20, 1863	Resolute.
Shoes, cargo of, &c.	572 68	179 91	392 77	do	Oct. 5, 1865	Dan Smith.
Steamer Swan	218,475 52	16,177 49	202,298 03	Key West	Feb. 17, 1863	Amanda Bainbridge.
Schooner Silas Henry	3,213 20	1,058 08	2,155 12	do	Oct. 15, 1863	Tahoma.
Schooner Stonewall	1,200 00	114 35	1,085 65	do	Oct. 23, 1863	Tahoma, Wanderer.
Schooner Sarah, cargo of	606 99	91 91	515 08	do	Oct. 23, 1863	Hatteras.
Schooner Sarah and Caroline	4,322 61	1,118 25	3,204 36	New York	Sept. 15, 1863	Bienville.

Schooner Shark	4,811 44	1,253 22	3,558 22	....do	Jan. 14, 1863	South Carolina.
Schooner Soledad Cos	3,974 63	750 78	3,223 85	....do	Feb. 17, 1863	South Carolina, Sam Houston.
Sloop Sarah	7,382 41	1,243 75	6,138 66	....do	Jan. 27, 1863	Matthew Vassar, Sea Foam.
Steamer Scotia	104,536 60	10,939 98	93,596 62	....do	Nov. 5, 1863	Restless.
Steamer Sunbeam	74,966 74	15,511 59	59,455 15	....do	Nov. 20, 1863	State of Georgia, Mystic.
Schooner Sue	10,062 20	1,716 13	8,346 07	....do	Nov. 25, 1863	Monticello.
Schr. Southern Independence	66,213 94	4,244 46	61,969 48	Boston	Dec. 1, 1863	Kanawha.
Bark Sally Magee	8,150 00	3,762 98	4,387 02	New York	Feb. 29, 1864	Quaker City.
Schooner St. George	4,573 64	2,015 65	2,557 99	....do	Feb. 29, 1864	Mount Vernon.
Steamer Secesh	19,080 46	1,394 77	17,685 69	Philadelphia	Feb. 18, 1864	Canandaigua, New Ironsides, Powhatan, Wamsutta, Paul Jones, Lodona, Housatonic, Huron, Unadilla, Para, Stettin, Augusta.
Schooner Southern Rights	554 24	133 53	420 71	Key West	April 12, 1864	Sagamore.
Schooner Star	800 00	168 51	631 49	....do	July 6, 1864	Brooklyn.
Steamer Stettin	226,393 10	23,921 68	202,471 42	New York	Mar. 22, 1864	Bienville.
Sugar, 13 bls.; 1 bbl. molasses	457 29	84 81	372 48	Key West	Feb. 29, 1864	Tahoma.
Sloop Surprise	71,117 16	5,067 39	66,049 77	....do	Feb. 29, 1864	Huntsville.
Schooner Shot	681 36	143 75	537 61	....do	Feb. 29, 1864	Sagamore.
Steamer Spaulding	25,314 67	2,540 41	22,774 26	Philadelphia	Feb. 29, 1864	Union.
Schooner Sea Drift	4,260 10	598 72	3,661 38	Key West	Mar. 17, 1864	Itasca.
Schooner Statesman	13,500 67	1,622 07	11,878 60	....do	Mar. 17, 1864	Tahoma.
Scow, 1, and 59 bls. cotton	13,438 59	1,192 40	12,246 19	....do	Mar. 29, 1864	Fort Henry.
Sloop Southern Star	1,586 63	159 37	1,427 26	....do	Mar. 29, 1864	Fort Henry.
Steamer St. John's	47,792 40	2,332 89	45,459 51	Boston	Mar. 22, 1864	Stettin.
Sugar, 14 bbls., &c	1,176 07	205 60	970 47	New Orleans	July 19, 1864	Cayuga, Owasco.
Steamer Southern Merchant	3,000 00	481 30	2,518 70	....do	Oct. 2, 1865	Diana.
Shoes, 498 pairs ‡	273 90	‡80 13½ 113 63	80 13½	....do	----------	Genesee.
Schooner Segur §	3,150 00	§1,321 07½ 507 85	1,321 07½	....do	----------	Gulf squadron.
Sundries, 12 boxes	816 03	196 98	619 05	Key West	Mar. 29, 1864	Brooklyn.
Schooner Stingray	33,988 04	2,968 16	31,019 88	New Orleans	June 7, 1864	Penobscot.
Schooner Sylphide	3,050 69	769 95	2,280 74	....do	June 17, 1864	Virginia.
Steamer Scotia	76,448 52	3,009 02	73,439 50	Boston	July 19, 1864	Connecticut.
Schooner Sophia	1,212 60	359 26	853 34	New York	Nov. 12, 1864	Dan Smith, Huron, Midnight.
Schooner Savannah	1,325 00	244 96	1,080 04	....do	Oct. 7, 1864	Perry.
Schooner, 1; sloop, 1	818 21	272 52	545 69	Washington	Oct. 7, 1864	Morse.
Schooner Sea Bird	----------	----------	3,288 09	Key West	Mar. 29, 1864	De Soto.

* Waiting for prize list of the Cambridge and Susquehanna.
† To claimants.
‡ $80 $13½ paid as salvage to Samuel Butler. Prize list of Genesee waiting.
§ $1,321 07½ paid to James Taylor for raising and repairing vessel.—Decreed to West Gulf squadron informal.

Prizes adjudicated from the commencement of the rebellion to November 1, 1865.—Continued.

Name.	Gross proceeds.	Costs and expenses.	Am't for distribution.	Where adjudicated.	Sent to Fourth Auditor for distribution.	Vessels entitled to share.
Steamer Sumter	$3,600 00	$237 95	$3,362 05	St. Augustine	Nov. 4, 1864	Pawnee, Columbine.
Steamer Susanna	60,284 20	5,297 60	54,986 60	Philadelphia	Mar. 25, 1865	Metacomet.
Schooner Spunky	5,396 81	484 02	4,912 79	St. Augustine	Mar. 28, 1865	Beauregard.
Schooner Susan	1,168 31	203. 34	964 97	Key West	April 26, 1865	Roebuck, Honeysuckle.
Schooner Sort No. 1	35,080 26	2,059 53	33,020 73	do	June 29, 1865	O. H. Lee.
Schooner, (name unknown)	3,204 63	227 60	2,976 97	do	----------	Nita. (Waiting for prize list.)
Sloop (no name)	92 00	92 00	----------	do	No proceeds	Gem of the Sea.
Sloop Swallow	78,048 83	3,575 36	74,473 47	Boston	June 3, 1865	Tioga.
Schooner Sort, No. 2	2,749 40	196 87	2,552 83	Key West	Aug. 12, 1865	Honeysuckle.
Steamer Tubal Cain	55,087 48	8,005 83	47,081 65	New York	July 20, 1863	Octorara.
Schooner Trier	1,387 30	369 86	1,017 44	Key West	Oct. 15, 1863	
Schooner Two Sisters	3,698 30	684 34	3,013 96	do	Oct. 24, 1863	Albatross.
Schooner Theresa	2,990 04	626 23	2,363 81	do	Oct. 14, 1863	
Tobacco, 18 boxes	329 14	95 23	233 91	Washington	Oct. 19, 1863	Currituck, Anacostia.
Schooner Three Brothers	320 00	116 92	203 08	do	Feb. 18, 1864	
Steamer Tom Sugg	7,000 00	4,027 70	2,972 30	Springfield	April 12, 1864	Cricket.
Ship Thomas Watson *	656 88	535 67	121 21	New York	----------	Roanoke, Flag.
Turpentine, 11 barrels	1,119 30	127 11	992 19	Key West	June 1, 1864	Sagamore.
Schooner Thomas C. Worrell †	514 40	137 93	376 47	Washington	----------	Wyandank, Jacob Bell
Tobacco, 2 hogsheads	708 66	156 44	552 22	Springfield	Feb. 17, 1865	Key West.
Steamer Tristram Shandy	418,873 81	6,801 26	412,072 55	Boston	Oct. 10, 1864	Kansas.
Steamer Thistle	163,392 90	2,539 07	160,853 83	do	Jan. 14, 1865	Fort Jackson.
Schooner Three Brothers	1,638 87	193 59	1,445 28	Key West	Mar. 22, 1865	Nita.
Schooner Terrapin	697 58	183 23	514 35	do	Aug. 25, 1865	Roebuck.
Schooner Two Brothers	75 75	75 75	----------	do	No proceeds.	Roebuck.
Sloop Theodora	140 00	94 83	45 20	do.	----------	Hibiscus. (Waiting for prize list.)
Sloop Telemaco	3,435 64	857 19	2,578 45	New Orleans	Aug. 21, 1865	Quaker City.
Steamer Union	98,838 45	7,298 84	91,539 61	Key West	Feb. 17, 1863	J. S. Chambers.
Schooner Uncle Mose	32,562 91	2,336 92	30,225 99	do	Feb. 17, 1863	Tahoma.
Schooner Victoria	50,450 49	2,049 58	48,400 91	Boston	Jan. 12, 1863	Kanawha.
Steamer Victory	306,421 37	6,422 92	299,998 45	do	Nov. 5, 1863	Santiago de Cuba.
Schooner Velasco	550 00	871 95	No proceeds	New York	----------	

Schooner Venus	5,781 49	1,266 36	4,515 13	....do	Feb. 17, 1863	Rhode Island.
Schooner Virginia	57,935 99	9,245 42	48,690 57	Key West	Oct. 7, 1863	Wachusett and Sonoma.
Schooner Victoria	30,301 08	2,267 87	28,033 21	....do	Feb. 17, 1863	Mercedita.
Schooner Volante‡	541 32	529 96	11 36	Philadelphia		Western World, Gem of the Seas, Yacht Hope, Albatross, Henry Anderson, and E. B. Hale.
Schooner Volante	1,355 11	144 20	1,210 91	Key West	Nov. 17, 1864	Beauregard.
Schooner Velocity, cargo of	621 85	179 47	442 38	....do	Mar. 29, 1863	Kensington, Rachel Seaman.
Steamer Vixen	58,127 00	3,031 02	55,095 98	New York	Mar. 14, 1865	Rhode Island.
Schooner Wm. Mallory	7,526 19	1,557 29	5,968 90	Key West	Oct. 16, 1862	Huntsville, Brooklyn, Mercedita, Itasca.
Schooner W. C. Bee	30,884 25	2,470 04	28,414 21	....do	Oct. 16, 1862	Santiago de Cuba.
Schooner William	95,324 97	6,953 04	88,371 93	....do	Oct. 7, 1863	De Soto.
Schooner Wm. E. Chester	22,298 74	2,590 35	19,708 39	....do	Oct. 10, 1863	Montgomery.
Schooner Wave	6,250 26	1,958 95	4,291 31	New York	Nov. 25, 1862	Portsmouth.
Schooner Water Witch	5,731 30	1,938 33	3,792 47	....do	Nov. 5, 1863	Arthur, Sachem.
Whiskey, cargo of§	533 48	125 46	408 02	Washington		George Mangham.
Schooner Wave	5,001 90	821 59	4,180 31	Philadelphia	Nov. 25, 1862	G. W. Blunt.
Schooner Winter Shrub	1,485 80	773 28	712 52	....do	Nov. 5, 1863	Hunchback, Whitehead.
Schooner Wanderer	1,430 60	704 26	726 34	....do	Feb. 29, 1864	Sacramento.
Schooner Wave, cargo of	4,137 00	767 09	3,369 91	....do	Mar. 17, 1864	E. B. Hale.
Schooner W. Y. Leitch	1,180 69	406 56	774 13	Key West	Dec. 10, 1864	Octorara.
Bark Winnifred	39,110 96	6,244 96	32,866 00	New York	April 12, 1864	Quaker City, Monticello.
Schooner Wave	19,900 89	1,905 45	17,995 44	New Orleans	April 23, 1864	Cayuga.
Schooner Wenona or Alert	93,281 25	7,037 14	86,244 11	....do	April 23, 1864	Kanawha, Colorado, Richmond, Gertrude, Kennebec, Octorara, Albatross.
Steamer Warrior and cargo	29,276 67	3,590 53	25,686 14	....do	Nov. 26, 1864	Gertrude.
Schooner Wonder	3,627 85	966 01	2,661 84	Philadelphia	Feb. 2, 1865	Daffodil, (a detachment from Wabash entitled to share.)
Schooner William	2,463 32	245 36	2,217 96	Key West	May 1, 1865	San Jacinto.
Schooner Wm. A. Kain	23,909 32	2,382 67	21,526 65	....do	April 26, 1865	Restless.
Schooner Wild Pigeon	188 71	81 22	107 49	....do		Hendrick Hudson. (Waiting for prize list.)
Steamer Wando	415,690 83	6,203 94	409,486 89	Boston	Sept. 23, 1865	Fort Jackson.
Steam-tug Young America	13,500 00	219 72	13,280 28	....do	Oct. 5, 1865	Cumberland.
Steamer Young Republic	422,341 99	10,822 20	411,519 79	....do	Aug. 24, 1865	Grand Gulf.
Schooner Zavalla	4,125 14	1,296 15	2,828 99	New York	Aug. 14, 1863	Huntsville.
Schooner Zulima	2,480 61	164 02	2,316 59	Boston	Dec. 19, 1864	New London.

* Waiting for prize list of the Roanoke and Flag. † Waiting for prize list of the Jacob Bell. ‡ Waiting for six prize lists. § Waiting for prize list of the Geo. Mangham.

Statement of Prizes adjudicated to November 1st, 1865, arranged in connection with the vessels of the navy entitled to share in proceeds.

[Names of capturing vessels in SMALL CAPITALS.]

ACACIA:
Steamer Julia.

ADELA:
Schooner Badger.

ADIRONDACK:
Schooner Emma.

ADOLPH HUGEL:
Schooner Kate, (cargo.)

ALABAMA:
Schooner Albion.
Steamer Annie.
Steamer Catalina.
Schooner Nelly.
Schooner Sarah.

ALBATROSS:
Schooner Louise, 103 casks rice.
1,253 bags rice.
Schooner Two Sisters.
Schooner Wenona or Alert.

ALFRED ROBB:
One case boots, &c.

AMANDA:
Steamer Swan.

AMERICA:
Schooner Antelope.
Schooner David Crockett.
Schooner Major E. Willis.
Steamer Princess Royal.

ANACOSTIA:
Schooner Blossom.
Steamer Eureka.
Sloop Flying Cloud.
Hoop skirts.
2 boxes of whiskey.
Schooner Ladies' Delight.
Lot of property.
18 boxes of tobacco.

ANNIE WILLIAMS:
Boat Alice.
Schooner Mattie.

ANTONA:
Schooner Betsey.
27 bales cotton, (cargo.)
Schooner Mary Ann.
Schooner Cecelia D.
Schooner Exchange.

ARGOSY:
Merchandise, 4 mules and 1 buggy.

ARIEL:
Boat, (name unknown.)

ARIES:
Steamer Ceres.
82 bales cotton.

ARIZONA:
Sloop Aurelia.

AROOSTOOK:
Steamer Eureka.
Schooner Hunter.
Schooner Marion.

ARTHUR:
Schooner J. G. McNeil.
Schooner Reindeer.
Schooner Water Witch.

AUGUSTA:
Schooner Aquilla.
Steamer Cambria and part of cargo.
Sloop C. Rontereau.
Schooner Island Belle.
Schooner Major E. Willis.
Steamer Princess Royal.
Steamer Secesh.

AUGUSTA DINSMORE:
Schooner John.

BAINBRIDGE:
Schooner Baizony.
Schooner New Castle.
Steamer Swan.

BARON DE KALB:
Steamer Alonzo Childs.
208 bales cotton.

BEAUREGARD:
Schooner Charmer.
Sloop Garibaldi.
Sloop Hannah.
Sloop Hope.
Sloop Last Trial.
Schooner Linda.
Sloop Lydia.
Schooner Minnie.
Schooner Ora Monita.
Sloop Racer.
Sloop Resolute.
Schooner Spunky.
Schooner Volante.

BENTON:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.
Steamer Jeff Davis.

BERMUDA:
Schooner Artist.
Schooner Carmita.
Sloop Fortunate.

BIENVILLE :
Schooner Alert.
Schooner Anna Sophia.
30 bags.
Schooner La Criolla.
Schooner Louisa.
Schooner Morning Star.
Schooner Providence.
Steamer Patras, (cargo.)
Steamer Patras.
Schooner Pet.
Schooner Rebecca.
Schooner Sarah and Caroline.
Steamer Stettin.

BLACK HAWK :
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
63 bales cotton.
5 bales cotton.
Prize money.

BOHIO :
Schooner Eugenie Smith.
Schooner Henry Travers.

BRAZILIERA :
Sloop Buffalo.
Schooner Defiance.

BRITANNIA :
Steamer Blenheim.

BROOKLYN :
Sloop Blazer.
Sloop Kate.
Steamer Magnolia.
Bark Meaco.
Brig Nahum Stetson.
Schooner Star.
12 boxes sundries.
Schooner Wm. Mallory.

CAIRO :
Steamer Jeff Davis.

CALYPSO :
Schooner Herald.
Steamer Lady Sterling.

CAMBRIDGE :
Schooner Julia.
Schooner Revere.

CANANDAIGUA :
Schooner Annie Dees.
Steamer Cherokee.
Sloop C. Rontereau.
Schooner David Crockett.
Steamer Secesh.

CARONDELET :
2,129 bales cotton.
28 barrels molasses.

CARONDELET—cont'd:
18 bales wool.
24 bales cotton.
5 bales cotton.
Steamer Jeff Davis.
Prize money.

CAYUGA :
Active and Blue Bell.
29 cases brandy.
4 bales cotton.
Brig Eco.
Schooner J. T. Davis.
14 barrels sugar.
Schooner Wave.

CERES :
Steamer Alice.
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)

CHAMPION :
10 bales cotton.
8 bales cotton.

CHEROKEE :
Steamer Emma Henry.

CHILLICOTHE :
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

CHIPPEWA :
Brig Napier.

CHOCTAW :
10 bales cotton.
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
5 bales cotton.

CHOCURA :
Schooner Agnes.
31 bales cotton.
Sloop Express.
Schooner Frederick II.
Schooner Julia.
Schooner Louisa.
Schooner Lowood.
Schooner Late Hurley.
Schooner Pride.

CIMARRON:
Steamer Atlanta.
10½ bales cotton.
Schooner Jupiter.

CINCINNATI :
Prize money.

CIRCASSIAN :
Sloop John Wesley.

CIRCASSIAN—cont'd:
Steamer Minna.
CLIFTON:
Bark H. M. McGuin.
CLYDE:
67 bales cotton.
42 bales cotton.
11 bags.
CŒUR DE LION:
Lot of dry goods.
Schooner Emily Murray.
Lot of goods.
Schooner Lookout.
Cargo of merchandise.
COLORADO:
Steamer Calhoun.
Schooner Calhoun.
Schooner Wenona or Alert.
Schooner Hunter.
COLUMBIA:
Steamer Hattie.
25 barrels rosin, &c.
Steamer Sumter.
COMMODORE:
4 boats and cargoes.
2 boats and 4 bales cotton.
Schooner Locadie.
Schooner Restless Union.
COMMODORE BARNEY:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
Schooner Napoleon.
COMMODORE MORRIS:
Sloop, (no name.)
COMMODORE PERRY:
Steamer Albemarle.
Schooner Old North Star.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
Schooner Comet.
Schooner J. J. Crittenden.
Sloop America.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
COMMODORE PERRY—cont'd:
Steamer Ellis.
Steamer John and Nathaniel Taylor
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
COMMODORE READ:
25 canoes and cargoes.
CONEMAUGH:
Anchors, &c. from Queen of the Wave
Schooner Judson.
CONESTOGA:
27 bales cotton.
55 bales cotton.
20 bales cotton.
154 bales cotton.
5 hogsheads sugar.
Prize money.
CONNECTICUT:
Schooner Adeline.
90 bales cotton.
Schooner Emma.
Steamer Greyhound.
Schooner Hermosa.
Steamer Juno.
Steamer Minnie.
Schooner Rambler.
Steamer Scotia.
CORNUBIA:
89 bales cotton.
CORYPHEUS:
One sail boat.
Three sail boats.
COURIER:
Sloop Angelina.
Schooner Director.
Schooner Maria Bishop.
COWSLIP:
75 bales cotton.
CRICKET:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
8 bales cotton.
24 bales cotton.
5 bales cotton.
Steamer Kaskaskia.
Steamer Tom Sugg.
CRUSADER:
Schooner Forest King.
Schooner General Taylor.
CUMBERLAND:
Bark Hiawatha.
Steam Tug Young America.
CURLEW:
Prize money.

CURRITUCK :
Schooner American Coaster.
Cargoes of 4 canoes.
Cargoes of 9 boats.
Cargo of sloop Queen of the Fleet.
25 canoes and cargoes.
Schooner Director.
Schooner Hampton.
Schooner Ladies' Delight.
18 boxes tobacco.

CUSHING, WM. B., LIEUT. COMMANDER :
Ram Albermarle.

DAFFADIL :
Schooner Wonder.

DAI CHING :
Schooner George Chisholm.

DALE :
Sloop Last Trial.
Schooner Mabel.
Schooner Specie.

DANDELION :
Sloop C. Rontereau.

DAN SMITH :
One flat-bottomed boat.
Steamer Chatham.
Schooner Emily Murray.
Lot of goods.
Cargo of merchandise.
Cargo of shoes.
Schooner Sophia.

DELAWARE :
Schooner Albemarle.
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff. Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lion.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.

DE SOTO :
Steamer Alice Vivian.
Sloop Bright.
Cargo of Steamer Cuba.
Schooner Clarita.
114 bales cotton.
Steamer Cumberland.
Schooner General Prim.
Sloop Jane Adelie.

DE SOTO—cont'd:
Steamer James Battle.
Schooner Lady Maria.
Schooner Major Barbour.
Schooner Mississippian.
Steamer Montgomery.
Schooner Rapid.
Schooner Sea Bird.
Schooner William.

DIANA :
Steamer Southern Merchant.

EASTPORT :
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

E. B HALE :
Schooner Rowena.
Schooner Wave, (cargo.)

ELK :
Coffee, whiskey, &c.

ELLEN :
Schooner Rowena.

EOLUS :
Steamer Hope.
Steamer Lady Sterling.

ESSEX :
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

ETHAN ALLEN :
Schooner Fashion.
Schooner Gipsy.
Schooner Olive Branch.

EUGENIE :
Steamer Alabama.
Sloop Last Trial.

EUREKA :
One yawl boat.
25 canoes and cargoes.
Sloop Mary Grey.
Sloop, (no name.)

EXCHANGE :
207 bales cotton.

FAIR PLAY :
Steamer General Sigel.
4 boxes bitters.
12 boxes wine.
2½ barrels brandy.
5½ barrels whiskey.

FERNANDINA :
Sloop Annie Thompson.

FLAG :
Ship Amelia.
Schooner Annie Dees.
Steamer Anglia.
Schooner David Crockett.
Steamer Emilie.
Sloop Mercury.
Schooner Major E. Willis.
Ship Thomas Watson.

FLAMBEAU :
Schooner Active.
Schooner Annie Dees.
Schooner Bettie Kratzer.
Schooner David Crockett.
Schooner Hettiwan.

FLORIDA :
Steamer Calypso.
Schooner Hattie.

FOREST ROSE :
Steamer Elmira.

FORT HENRY :
Boat Annie Maria.
Schooner Anna.
39 bales cotton.
22 bales cotton.
250 bushels corn.
Boat Emma.
Sloop G. L. Brockenborough.
Sloop Isabella.
Schooner Martha Jane.
Sloop Ranger.
Scow and 59 bales cotton.
Sloop Southern Star.

FORT HINDMAN :
10 bales cotton.
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

FORT JACKSON :
Steamer Boston.
Steamer Thistle.
Steamer Wando.

FORT MORGAN :
Schooner Lone.

FREEBORN :
Schooner T. J. Capron.
25 canoes and cargoes.

FULTON :
Steamer Banshee.

FUCHSIA :
25 canoes and cargoes.

GAZELLE :
2,129 bales cotton.
28 barrels molasses.

GAZELLE—cont'd:
18 bales wool.
24 bales cotton.
5 bales cotton.

GEM OF THE SEA :
Sloop Ann.
Schooner Charm.
Schooner Dixie.
Schooner Fair Play.
Schooner Maggie Fulton.
Sloop Richard.
Sloop, (no name.)

GEMSBOK :
Brig Ariel.

GENESEE :
498 pairs shoes.

GENERAL LYON :
Prize money.

GENERAL PILLOW :
Prize money.

GENERAL STERLING PRICE :
14 bags cotton.
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.

GENERAL PUTNAM:
Schooner Comet.
Schooner J. J. Crittenden.
Sloop America.
Steamer Ellis.
Schooner Lovely Belle.
Schooner Lynnhaven.
Schooner Louisa Agnes.
Schooner, (name unknown.)

G. W. BLUNT:
Schooner Annie Dees.
Schooner Major E. Willis.
Steamer Princess Royal.
Schooner Wave.

GEO. MANGHAM :
282 bales cotton.
222 pounds rosin.
2,000 staves.
One canoe and cargo.
Schooner Emily Murray.
Lot of goods.
Cargo of whiskey.

GERTRUDE :
50 bales cotton.
Schooner Ellen.
Brig Eco.
Schooner Wenona or Alert.
Steamer Warrior.

GETTYSBURG :
Steamer Armstrong.
Steamer Blenheim.
156 sacks, &c.
Steamer Little Ada.
GLIDE :
Schooner Malta.
GOVERNOR BUCKINGHAM:
35 bales cotton.
GRAND GULF :
Steamer Banshee.
Schooner Mary Ann.
Steamer Young Republic.
GRANITE CITY :
Schooner Anita.
3 bales and 2 crates of cotton.
GREAT WESTERN :
3 bales cotton.
2 pianos.
H. ANDREWS :
Schooner Rowena.
HARRIET LANE :
Brig H. C. Brooks.
Schooner Joanna Ward.
HATTERAS :
Sloop Elizabeth.
Schooner Magnolia.
Schooner P. C. Wallis.
Schooner Sarah, (cargo)
HENDRICK HUDSON :
139 bales cotton.
Schooner Fannie McRae
Steamer Laura.
Schooner Lucy.
Schooner Margaret.
Schooner Wild Pigeon.
HENRY BRINKER :
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
30 bales cotton.
282 bales cotton.
222 barrels rosin.
2,000 staves.
Schooner Caroline and Virginia
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
HENRY JONES :
Schooner Adventure.
HENRY LEWIS :
Schooner Captain Spedden.
HETZEL :
28 bales cotton.
HETZEL—cont'd:
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
HIBISCUS :
Sloop Annie.
Sloop Florida.
Sloop Theodora.
HONDURAS :
Sloop Last Trial.
Steamer Mail.
Sloop Neptune.
HONEYSUCKLE :
Schooner Augusta.
Sloop Florida.
Schooner Fly.
Schooner Miriam.
Sloop Phantom.
Schooner Susan.
Schooner Sort, No. 2.
HOPE :
Schooner Emma Tuttle.
HOUSATONIC :
Schooner Annie Dees.
Sloop C. Rontereau.
Schooner Ettiwan.
Schooner Major E. Willis.
Sloop Neptune, (cargo.)
Steamer Princess Royal.
Steamer Secesh.
HOWQUAH :
Steamer Annie.
HUNCHBACK :
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 pounds rosin.
2,000 staves.
Schooner Caroline and Virginia.
680 pieces of merchandise.
Schooner, (name unknown.)
Schooner Napoleon.
HUNTSVILLE :
Schooner Agnes.
Schooner Ariel.
Schooner Ascension.

HUNTSVILLE—cont'd:
Schooner A. J. Hodge.
Schooner Courier.
Sloop Last Trial.
Steamer Magnolia.
Sloop Minnie
Steamer Reliance.
Sloop Surprise.
Schooner William Mallory.
Schooner Zavalla.

HURON :
Schooner Aquilla.
Schooner Albert.
Steamer Cambria and part of cargo
Steamer Chatham.
Schooner Guide.
Schooner Major E. Willis.
Schooner Rowena.
Steamer Secesh.
Schooner Sophia.

INO :
One boat, (no name.)

IROQUOIS :
Steamer Kate.
Steamer Merrimack.

ISAAC SMITH :
Schooner British Empire.

ISLAND BELLE :
Hoop skirts.
2 boxes whiskey.
Schooner Reindeer.

ITASCA :
Schooner Carrie Mair.
Schooner Lizzie Weston.
Steamer Magnolia.
Schooner Miriam.
Schooner Mary Ann.
Schooner Sea Drift.
Schooner William Mallory.

IUKA :
Schooner Conness.

JACOB BELL :
One life boat.
One canoe.
One flat boat.
25 canoes and cargoes.
Schooner Gold Leaf.
Schooner T. C. Worrell.

JAMES L. DAVIS :
64 bales cotton.
Schooner Florida.
Sloop Neptune.

JAMES S. CHAMBERS :
Schooner Corelia.
Schooner Ida.
Sloop Relampago, No. 1.

JAMES S. CHAMBERS—cont'd:
Schooner Rebekah.
Steamer Union.

JAMESTOWN :
Schooner Aigburth.
Schooner Havelock.
Brig Intended.

JAMES ADGER :
Steamer Elizabeth.
Steamer Kate.
Schooner Sarah.

JASMINE :
Schooner Relampago, No. 2.

J. N. SEYMOUR :
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown)

J. P. JACKSON :
Schooner Medora.
Schooner P. C. Wallis.

JULIA :
Boat Alligator.

JULIET :
3 bales cotton.
24 bales cotton.
5 bales cotton.
21 mules.

JUNIATA :
Schooner Fashion, No. 2.
Schooner Harvest.

KANAWHA :
Sloop Annie.
Steamer Ann.
Schooner Charlotte.
Schooner Cuba.
Schooner Clara.
Schooner Comet, No. 2.
5 bales cotton.
Schooner Dart, No. 2.
Steamer Eugenie.
Brig Eco.
Schooner Hunter.
Schooner Mary Ellen.
Schooner R. C. Files.
Schooner Ripple.
Schooner Southern Independence.
Schooner Victoria.
Schooner Wenona or Alert.

KANSAS :
Steamer Annie.
Steamer Tristram Shandy.

KATAHDIN :
Schooner Albert Edward.
Schooner Excelsior.

KENNEBEC :
Steamer Eugenie.

KENNEBEC—cont'd:
Schooner Hunter.
Schooner Juniper.
Schooner John Scott.
Schooner M. J. Smith.
Schooner Wenona or Alert.
KENSINGTON:
Schooner Adventure.
Schooner Corse.
Schooner Dart.
Sloop Maria.
Schooner Velocity.
KENWOOD:
14 bales cotton.
KEYSTONE STATE:
Schooner Annie Dees.
Steamer Catalina.
Schooner Cora.
Steamer Caledonia.
88 bales cotton.
61½ bales cotton.
235 bales cotton.
4 bales cotton.
90 bales cotton.
Schooner Dixie.
Steamer Elizabeth.
Steamer Elsie.
Barque Hiawatha.
Steamer Margaret and Jessie.
Steamer Rouen.
Steamer Salvor.
Schooner Sarah.
KEY WEST:
2 hhds. tobacco.
KINGFISHER:
Schooner Lion.
Schooner Olive Branch.
KITTATINNY:
120 bales cotton.
Cargo of Emma.
Sloop D. Sargent.
Schooner Julia.
Schooner Major Barbour.
Schooner Reserve.
LACKAWANNA:
Schooner Hunter.
Steamer Neptune.
Steamer Planter.
LAFAYETTE:
2,129 bales cotton.
28 bbls. molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.
LEXINGTON:
12 bales cotton.
LEXINGTON—cont'd.
4 bales cotton.
2,129 bales cotton.
28 bbls. molasses.
18 bales wool.
1 bale cotton.
24 bales cotton.
5 bales cotton.
LILLIAN:
Steamer Blenheim.
LINDEN:
42 bales cotton, &c.
LOCKWOOD:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 barrels rosin.
2,000 staves.
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
LADONA:
Schooner Active.
Schooner Arctic.
Sloop C. Rontereau.
Schooner Major E. Willis.
Brig Minnie.
Steamer Secesh.
LOUISIANA:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 barrels rosin.
2,000 staves.
Schooner Caroline and Virginia.
Schooner Lynnhaven.
Steamer Ellis.
Schooner, (name unknown.)
Schooner Napoleon.
Schooner R. T. Renshaw.
LOUISVILLE:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
207 bales cotton.
24 bales cotton.

LOUISVILLE--cont'd:
5 bales cotton.
Steamer Jeff Davis.
Prize money.
MACKINAW:
Steamer Armstrong.
Schooner Mary.
MAGNOLIA:
Schooner Carmita.
12 bales cotton.
8 barrels turpentine.
Sloop Flying Fish.
Steamer Memphis.
Steamer Matagorda.
MAHASKA:
Schooner Delia.
Schooner General Taylor.
Schooner Revere.
MARATANZA:
Steamer Ceres.
Sloop Express.
Schooner Revere.
MARBLEHEAD:
Schooner Annie Dees.
Sloop C. Rontereau.
Schooner Glide.
MARIGOLD:
Sloop Last Trial.
MARMORA:
207 bales cotton.
8 bales cotton.
Prize money.
MASSACHUSETTS:
Schooner A. J. View.
Schooner Advocate.
Steamer Annie.
Steamer Caledonia.
Schooner Delight.
Sloop Express.
Schooner Gipsy.
Steamer Henry Lewis.
Brig Nahum Stetson.
Sloop Osceola.
Schooner Olive.
MATTHEW VASSAR:
Schooner Florida.
Schooner John Hale.
Sloop New Eagle.
Lot of property.
Sloop Sarah.
McLELLAN:
Sloop Clotilda.
MEMPHIS:
Schooner Annie Dees.
Schooner Antelope.
Sloop Mercury.
MEMPHIS—cont'd:
Steamer Ouachita.
Steamer Princess Royal.
MERCEDITA:
Schooner Annie Dees.
Steamer Ceres.
Schooner Ida.
Steamer Magnolia.
Sloop Octavia.
Schooner Rose.
Schooner Victoria.
Schooner Wm. Mallory.
MERRIMACK:
Sloop Henrietta.
METACOMET:
Steamer Donegal.
Schooner Lily.
Steamer Susanna.
MIDNIGHT:
Schooner Defy.
Schooner Sophia.
MINNESOTA:
Brig H. C. Brooks.
Bark Hiawatha.
MISSISSIPPI;
Schooner Forest King.
MOBILE:
Schooner Annie Verden.
Schooner Emma.
MOHICAN:
1,200 bars railroad iron.
658 bars railroad iron.
MONTGOMERY:
Steamer Armstrong.
Steamer Caroline.
Steamer Ceres.
Schooner Isabel.
Schooner William E. Chester.
MONTICELLO:
Schooner Crenshaw.
Brig H. C. Brooks.
Bark Hiawatha.
Schooner Odd-Fellow.
Bark Pioneer.
Schooner Revere.
Schooner Sue.
Bark Winifred.
MOUND CITY:
2,129 bales cotton.
28 barrels molasses.
18 bales wool.
24 bales cotton.
5 bales cotton.
Prize money.
MOUNT VERNON:
Schooner British Queen.

MOUNT VERNON—cont'd:
22 bales cotton.
Steamer Kate.
Schooner Mary Jane.
Brig Napier.
Schooner Rising Dawn.
MORSE:
Steamer Albemarle.
Schooner Old North State.
Schooner Susan Ann Howard.
Sloop Jeff Davis.
Schooner Comet.
Schooner J. J. Crittenden.
Sloop America.
28 bales cotton.
30 bales cotton.
282 bales cotton.
222 barrels rosin.
2,000 staves.
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lynnhaven.
Schooner Napoleon.
1 sloop.
1 schooner.
MYSTIC:
Schooner Mary Elizabeth.
Brig Napier.
Steamer Sunbeam.
NAHANT:
Steamer Atlanta.
NANSEMOND:
Steamer Margaret and Jessie.
NANTUCKET:
Schooner Jupiter.
NARCISSUS:
75 bales cotton.
NEOSHO:
2,129 bales cotton,
28 barrels molasses,
18 bales wool.
24 bales cotton.
5 bales cotton.
NEWBERN:
Steamer Pevensey, (part of cargo.)
NEW ERA:
Prize money.
NEW IRONSIDES:
Sloop C. Ronterean.
Schooner Major E. Willis.
Sloop Neptune, (cargo.)
Steamer Secesh.
NEW LONDON:
Schooner A. J. View.
Schooner Advocate.
Steamer Anna.

NEW LONDON—cont'd:
Schooner Captain Spedden.
Schooner Delight.
Sloop Express.
Schooner Gipsy.
Steamer Henry Lewis.
Sloop Osceola.
Schooner Olive.
Schooner P. C. Wallis.
Schooner Zulima.
NIAGARA:
Ship General Parkhill.
NIPHON:
Steamer Annie.
10 bales cotton.
35 bales cotton.
Steamer Ella and Annie.
Steamer Kate.
NITA:
Steamer Nan Nan.
Schooner, (name unknown.)
Schooner Three Brothers.
NORFOLK PACKET:
Schooner Linda.
Schooner Ocean Bird, (cargo.
NORTHERN LIGHT:
Schooner Agnes H. Ward.
NORWICH:
103 casks rice.
Schooner Sarah.
OCTORARA:
Schooner Brave.
52½ bales cotton.
Schooner Elias Reed.
Steamer Eagle.
Schooner Five Brothers.
Schooner Florence Nightingale.
Schooner Handy.
Schooner Prize.
Sloop Rosalie.
Steamer Tubal Cain.
Schooner W. Y. Leitch.
Schooner Wenona or Alert.
O. H. LEE:
Schooner Sort, No. 1.
OLEANDER:
Schooner Charmer.
ONWARD:
Schooner Flash.
OSAGE:
179 bales cotton.
10 bales cotton.
2,129 bales cotton,
28 barrels molasses,
18 bales wool.
10 bales cotton.

OSAGE—cont'd:
24 bales cotton.
5 bales cotton.
OSCEOLA:
Steamer Blenhein.
OSSIPEE:
Schooner Helena.
OTTAWA:
Schooner Hettiwan.
OUACHITA:
2,129 bales cotton,
28 barrels molasses,
18 bales wool.
24 bales cotton.
5 bales cotton.
OWASCO:
Schooner Active.
Schooner Blue Bell.
Schooner Eugenie.
Schooner Fanny.
Schooner Lily.
Schooner Laura.
Schooner President.
14 barrels sugar, &c.
OZARK:
2,129 bales cotton,
28 barrels molasses,
18 bales wool.
24 bales cotton.
5 bales cotton.
PANOLA:
Schooner Cora.
PARA:
Schooner Charmer.
Sloop C. Ronterean.
Steamer Secesh.
PASSAIC:
Schooner Glide.
PAUL JONES:
Sloop C. Ronterean.
Schooner Major E. Willis.
Steamer Secesh.
PAWNEE:
Brig H. C. Brooks.
Schooner Harriet Ryan.
Steamer Hattie.
Schoonor Mary Wood.
Schooner Ocean Wave.
Schooner Rowena.
25 barrels rosin, &c.
Schooner Susan Jane.
Steamer Sumter.
PEMBINA:
Sloop Elisha Beckwith.
Schooner Joe Flanner.
Schooner Rowena.
PENGUIN:
Schooner Albion.
PENOBSCOT:
Schooner John Douglass.
Schooner Lily.
Schooner Matilda.
Schooner Robert Bruce.
Schooner Stingray.
PEQUOT:
Steamer Don.
PERRY:
Schooner Alma.
Schooner Hannah M. Johnson.
Bark Hiawatha.
Schooner Savannah.
PETREL:
207 bales of cotton.
Steamer Elmira.
Prize money.
Rum, sugar, and lumber.
PHILADELPHIA:
Steamer Albemarle,
Schooner Old North State,
Schooner Susan Ann Howard,
Sloop Jeff Davis.
28 bales cotton.
30 bales cotton.
282 bales cotton,
222 bbls. rosin and 2,000 staves.
PITTSBURG:
5 bales cotton.
17 bales cotton.
6 bales cotton.
2,129 bales cotton,
28 barrels molasses and 18 bales wool.
24 bales cotton.
5 bales cotton.
Prize money.
POCAHONTAS:
Steamer Antona.
Schooner Hunter.
1,200 bars railroad iron.
658 bars railroad iron.
PORT ROYAL:
13 bales cotton.
14 bags and 12 bales cotton.
Sloop Fashion.
PORTSMOUTH:
Sloop Pioneer.
Schooner Wave.
POTOMAC:
Steamer Bloomer.
Schooner Champion.
Schooner Independence.
POTOMSKA:
Schooner Belle.

POTOMSKA—cont'd:
1,200 bars railroad iron.
658 bars railroad iron.
QUAKER CITY:
Brig Amy Warwick.
44 bales cotton.
Steamer Cora.
Steamer Elsie.
Schooner Fair Wind.
Schooner Lynchburg.
Brig Lilla.
Sloop Mercury.
Ship North Carolina.
Schooner Orion.
Bark Pioneer.
Steamer Princess Royal.
Schooner R. H. Vermilyea.
Schooner Sally Mears.
Bark Sally Magee.
Sloop Telemaco.
Bark Winifred.
QUEEN:
Schooner Louisa.
RACHEL SEAMAN:
Schooner Adventure.
Steamer Calhoun.
Schooner Corse.
Schooner Calhoun.
Schooner Dart.
Sloop Maria.
Schooner Maria Albert.
Schooner Velocity.
RATTLER:
3 bales cotton.
Rum, sugar, and lumber.
RELIANCE:
3 sail boats and cargoes.
Schooner Blossom.
Lot of property.
Sloop Pointer.
RESOLUTE:
Schooner Monterey.
Schooner Sabine.
RESTLESS:
Steamer Anglia.
Schooner Ann.
Sloop boat (name unknown.)
Steamer Emilie.
Schooner Flash.
Schooner Julia Worden.
Schooner Lydia and Mary.
Steamer Scotia.
Schooner Wm. A. Kain.
RHODE ISLAND:
Steamer Cronstadt.
Schooner R. O. Bryan, (cargo.)
RHODE ISLAND—cont'd:
Schooner Venus.
Steamer Vixen.
RICHMOND:
Schooner Wenona or Alert.
ROANOKE:
Schooner Albion.
Ship Thomas Watson.
ROEBUCK:
10½ bales cotton.
Sloop Caroline.
Schooner Emma Amelia.
Schooner Eliza.
Sloop Gophen.
Schooner Kate.
Sloop Last Resort.
Sloop Lauretta.
Sloop Maria Louisa.
Sloop Mary.
Sloop Nina.
Schooner Ringdove.
Schooner Rebel.
Schooner Sarah.
Schooner Susan.
Schooner Terrapin.
ROMEO:
207 bales cotton.
Prize money.
R. R. CUYLER:
Schooner A. J. View.
Schooner Annie Sophia.
Schooner Advocate.
Steamer Anna.
Steamer Armstrong.
52 bales cotton.
Schooner Delight.
Sloop Express.
Steamer Eugenie.
Schooner Grace E. Baker.
Steamer Henry Lewis.
Schooner Hunter.
Schooner J. W. Wilder.
Steamer Kate Dale.
Sloop Osceola.
Schooner Olive.
SAGAMORE:
Schooner Avenger.
Schooner Agnes.
Schooner Charmer.
Schooner Clara Louisa.
Schooner Charm.
Sloop Ellen.
Boat Enterprise.
Schooner Frances.
Schooner Frolic.
Sloop G. L. Brockenborough.

SAGAMORE—cont'd:
Sloop Julia.
Schooner Meteor.
Schooner New Year.
Sloop Octavia.
Schooner Ann.
Schooner By-George.
Schooner Paul.
Schooner Rose.
Schooner Southern Rights.
Schooner Shot.
11 barrels turpentine.

SACHEM:
Schooner Water Witch.

SACRAMENTO:
Schooner Wanderer.

ST. LAWRENCE:
Schooner Fannie Lee.
Sloop Good Luck.
Schooner Mabel.

ST. LOUIS:
Steamer Jeff Davis.
Bark Meaco.
Money, ($627 25.)

SAM HOUSTON:
Schooner Soledad Cos.

SAMUEL ROTAN:
Steamer Calhoun.
Schooner Calhoun.
Schooner General Taylor.
Schooner Martha Ann.

SAN JACINTO:
Steamer Alabama.
Boat Buckshot.
One boat and sundries.
Schooner Edward.
Sloop General Finnegan.
Steamer Lizzie Davis.
Sloop Last Trial.
Schooner Lealtad.
Schooner Maria Alberta.
Sloop Magnolia.
Sloop Mary Ellen.
Sloop, (no name.)
Sloop Oscar.
Schooner Roebuck.
Schooner William.

SANTIAGO DE CUBA:
Steamer A. D. Vance.
Steamer Britannia.
Steamer Columbia.
Steamer Comet.
45 bales cotton.
Steamer Ella Warley.
Schooner Lavinia.

SANTIAGO DE CUBA—cont'd:
Schooner Lucy C. Holmes.
Steamer Lizzie.
Steamer Lucy.
Schooner Maria.
Steamer Mail.
Steamer Victory.
Schooner W. C. Bee.

SANTEE:
Brig Delta.
Schooner Garonne.

SASSACUS:
Steamer Nutfield.

SATELLITE:
One canoe and one flat-boat.
Steamer Eureka.
Schooner Reindeer.

SCIOTA:
83 bales cotton.
Sloop Margaret.
Schooner Mary Sorley.
Schooner Pancha Larispa.

SEA BIRD:
Sloop Last Trial.

SEA FOAM:
Sloop New Eagle.
Sloop Sarah.

SEMINOLE:
Schooner Albion.
Schooner Charleston.
Schooner Josephine.
Schooner Lida.

SENECA:
Schooner Annie Dees.
Schooner Alma.
Schooner Sarah.

SHAWSHEEN:
Steamer Ellis.
Schooner James Norcom.
Schooner Lynnhaven.
Schooner, (name unknown.)

SHEPHERD KNAPP:
Schooner Fannie Laurie.
Schooner Sarah.

SIGNAL:
Prize money.

SOMERSET:
Schooner Curlew.
11 bales cotton.
Steamer Circassian.
Schooner Hortense.

SONOMA:
Steamer Ida.
Schooner Virginia.

SOUTHFIELD:
- Steamer Albemarle, Schooner Old North State, Schooner Susan Ann Howard, Sloop Jeff Davis.
- 28 bales cotton.
- 30 bales cotton.
- 282 bales cotton, 222 bbls. rosin and 2,000 staves.
- Schooner Caroline and Virginia.
- Schooner Napoleon.

SOUTH CAROLINA:
- Steamer Alliance.
- Sloop C. Ronterean.
- Schooner Edward Barnard.
- Schooner Ezilda.
- Brig Falcon.
- Schooner Joseph H. Toone.
- Steamer Magnolia.
- Schooner Major E. Willis.
- Sloop Nellie.
- Schooner Shark.
- Schooner Soledad Cos.

STAR: (see Monticello.)

STARS AND STRIPES:
- Steamer Albemarle, Schooner Old North State, Schooner Susan Ann Howard, Sloop Jeff Davis.
- 28 bales cotton.
- 30 bales cotton.
- 282 bales cotton, 222 barrels rosin, 2,000 staves.
- Schooner Caroline and Virginia.
- Schooner Carolina and Gertrude.
- Sloop Florida.
- Steamer Laura.
- Schooner Mary Elizabeth.
- Brig Napier.
- Schooner Napoleon.
- Schooner Rob Roy.

STATE OF GEORGIA:
- Schooner Annie.
- Schooner Mary Jane.
- Schooner Mary Elizabeth.
- Steamer Nassau.
- Steamer Sunbeam.

STETTIN:
- Steamer Aries.
- Sloop C. Routerean.
- Schooner Diamond.
- Schooner Major E. Willis.
- Steamer Secesh.
- Steamer St. John's.

STOCKDALE:
- Schooner Medora.

STONEWALL:
- Schooner Lady Maria.

SUNFLOWER:
- Sloop Hancock.
- Sloop Josephine.
- Sloop Last Trial.
- Sloop Neptune.
- Sloop Pickwick.

SUSQUEHANNA:
- Steamer Ann.
- Schooner Alabama.
- Brig H. C. Brooks.
- Schooner Prince Alfred.
- Schooner Princeton.
- Schooner Revere.
- Schooner San Juan.

TAHOMA:
- Boat Alligator.
- Schooner Crazy Jane.
- Schooner Harriet.
- Sloop Last Trial.
- Schooner Margaret.
- Schooner Mary Jane.
- Schooner Silas Henry.
- Schooner Stonewall.
- 13 barrels sugar and 1 barrel molasses.
- Schooner Statesman.
- Schooner Uncle Mose.

TALLAHATCHIE:
- One boat and cargo.
- 19 bales cotton.
- 10 bales cotton.

T. A. WARD:
- Steamer Alliance.
- Sloop Mary Grey.
- Sloop S. W. Green.

TEASER:
- 25 canoes and cargoes.
- Schooner Southerner.

TENNESSEE:
- Steamer Alabama.
- Schooner Friendship.

THOMAS FREEBORN:
- Schooner Blossom.
- One yawl boat.

TIOGA:
- Schooner Avon.
- Schooner Brothers.
- 37½ bales cotton.
- Schooner Florence Nightingale.
- Schooner Granite City.
- Steamer Herald.
- Sloop Julia.
- Sloop Justina.

TIOGA—cont'd:
Sloop Last Trial.
Sloop Swallow.
TRISTRAM SHANDY, (now BOXER:)
Steamer Blenheim.
TUSCUMBIA:
3 bales cotton and 2 pieces bales.
TWO SISTERS:
Schooner Frolic.
Schooner Olive S. Breeze.
Sloop Richards.
TYLER:
Prize money.
UNADILLA:
Sloop C. Ronterean.
Steamer Lodona.
Schooner Major E. Willis.
Steamer Princess Royal.
Steamer Secesh.
UNDERWRITER:
Steamer Albemarle,
Schooner Old North State,
Schooner Susan Ann Howard,
Sloop Jeff Davis.
Schooner Comet,
Schooner J. J. Crittenden.
UNION:
Schooner Caroline, No. 2.
Schooner George G. Baker.
Schooner Hallie Jackson.
Schooner Linnet.
Steamer Mayflower.
VALLEY CITY:
28 bales cotton.
30 bales cotton.
282 bales cotton,
222 bbls. rosin and 2,000 staves,
Schooner Caroline and Virginia.
Steamer Ellis.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Napoleon.
VANDALIA:
Ship Amelia.
Schooner Henry Middleton.
VANDERBILT:
50 bales cotton.
Steamer Gertrude.
VICKSBURG:
78 bales cotton.
VICTORIA:
Brig Minna.
Steamer Nicholai 1st.
Steamer Nassau.
VINCENNES:
Bark H. M. McGuinn.
VIOLET:
Steamer Ceres.
VIRGINIA:
Schooner Alma.
Schooner Belle.
Schooner Camille.
Schooner Experiment.
Schooner Henry Colthirst.
Schooner Mary Douglas.
Schooner Sylphide.
WABASH:
Brig H. C. Brooks.
WACHUSETT:
Steamer Dolphin.
Schooner Virginia.
WAMSUTTA:
Sloop C. Ronterean.
Steamer Secesh.
WANDERER:
Schooner Annie B.
Sloop Last Trial.
Sloop Ranger.
Schooner Stonewall.
WATER WITCH:
Schooner Captain Spedden.
WEEHAWKEN:
Steamer Atlanta.
WESTERN WORLD:
Lot of goods and money.
W. G. ANDERSON:
Schooner Beauregard.
Schooner Lily.
Schooner Mack Canfield.
Schooner Reindeer, (cargo.)
Schooner Royal Yacht.
W. H. BROWN:
24 bales cotton.
2,129 bales cotton,
28 barrels molasses and 18 bales wool.
5 bales cotton.
WHITEHEAD:
Schooner Comet,
Schooner J. J. Crittenden,
Sloop America.
Steamer Ellis.
Schooner John and Nathaniel Taylor.
Schooner Lynnhaven.
Schooner, (name unknown.)
Schooner Winter Shrub.
WILDERNESS:
Steamer Annie.
WILLIAM BACON:
Sloop Ann Squires.
16 bales cotton.
Lot of property.

WYANDANK :
Schooner Rising Sun.
Schooner Southerner.
Schooner T. C. Worrell.
YANKEE :
Sloop Clara Ann.

YANKEE—cont'd:
One canoe and one flat-boat.
25 canoes and cargoes.
ZOUAVE :
Schooner J. C. McCabe.

REPORTS

OF

THE CHIEFS OF BUREAUS,

AND

ACCOMPANYING PAPERS.

Schedule of papers.

No. 1. Detailed estimates of the office of the Secretary of the Navy and southwest executive building.

No. 2. Report of the Chief of the Bureau of Yards and Docks, with estimates, statement of contracts, proposals, &c.

No. 3. Report of the Chief of the Bureau of Navigation, with estimates, &c.

No. 4. Report of the Chief of the Bureau of Ordnance.

No. 5. Report of the Chief of the Bureau of Equipment and Recruiting, with estimates, statement of contracts, offers, &c.

No. 6. Report of the Chief of the Bureau of Construction, with statement of contracts, offers, &c.

No. 7. Report of the Bureau of Steam Engineering, with statement of contracts, offers, &c.

No. 8. Report of the Bureau of Provisions and Clothing, with schedules of contracts, offers, &c.

No. 9. Report of the Chief of the Bureau of Medicine and Surgery, with estimates, &c.

No. 10. Report of the colonel commandant of the marine corps, with estimates, statement of contracts, offers, &c.

No. 11. Summary statement (civil) of the office of the Secretary of the Navy, bureaus, and southwest executive building.

No. 12. Summary statement for the navy and marine corps.

No. 13. Report of the board of visitors of the Naval Academy.

No. 1.

Estimate of appropriations required for the office of the Secretary of the Navy for the fiscal year ending June 30, 1867.

SALARIES.

Secretary of the Navy, act of March 3, 1853, section 4, 10 Laws, page 212	$8,000
Assistant Secretary of the Navy, act of March 2, 1865, section 4, pamphlet form, page 460	3,500
Chief clerk, act of July 5, 1862, section 3, 12 Laws, page 510	2,200
One fourth class clerk, (also as disbursing clerk,) act of July 5, 1862, section 3, 12 Laws, page 510	2,000
Six fourth class clerks, two by act of March 14, 1864, section 6, pamphlet form, page 27, and four by act of March 2, 1865, section 1, pamphlet form, page 454	10,800
Five clerks of class three, act of July 5, 1862, section 3, 12 Laws, page 511	8,000
Six clerks of class two, three by act of July 5, 1862, section 3, 12 Laws, page 511, and three by act of February 25, 1863, section 2, 12 Laws, page 695	8,400
Seven clerks of class one, four by act of July 5, 1862, section 3, 12 Laws, page 511, and three by act of February 25, 1863, section 2, 12 Laws, page 695	8,400
One messenger, act of July 5, 1862, section 3, 12 Laws, page 511, and act of June 25, 1864, section 3, pamphlet form, page 160	1,000
One assistant messenger, per same acts	840
Three laborers, by same acts and act of March 2, 1865, section 1, pamphlet form, page 454	2,160
	55,300
For solicitor and naval judge advocate general, act of March 2, 1865, pamphlet form, page 468	3,500
	58,800

CONTINGENT.

Stationery, labor, newspapers, periodicals, and miscellaneous items	$5,000

Estimate of appropriations for the southwest executive building for the fiscal year ending June 30, 1867.

SALARIES.

One day watchman, act of July 5, 1862, section 3, 12 Laws, page 211, and act of June 25, 1864, section 3, pamphlet form, page 160	$720
Four night watchmen, per same acts and act of February 25, 1863, section 2, 12 Laws, page 695	2,880
Two laborers, acts of July 5, 1862, section 3, 12 Laws, page 211, and June 25, 1864, section 3, pamphlet form—one at $720, the other at $432	1,152
	4,752

CONTINGENT.

Labor, fuel, lights, and miscellaneous items	$7,500

This estimate is increased one thousand dollars in consequence of the increased expenditures arising from the extension of the southwest executive building.

Estimate of appropriation required under the head of "contingent for the navy" during the fiscal year ending June 30, 1867.

Contingent for the navy	$250,000

Recapitulation of No. 1.

Salaries, Secretary's office	$58,800
Salaries, southwest executive building	4,752
Contingent, (civil,) Secretary's office	5,000
Contingent, (civil,) southwest executive building	7,500
Contingent for the navy	250,000
	326,052

No. 2.

NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,
October 13, 1865.

SIR: In compliance with your instructions of the 18th of August last, I herewith submit my annual report for the fiscal year ending 30th June, 1865, with abstract of offers and list of contracts for the fiscal year ending 30th June, 1866, and estimates (in duplicate) for the fiscal year ending 30th June, 1867, marked Y. and D., A, and numbered 1 to 9 inclusive.

I have the honor to be, with great respect, your obedient servant,

JOS. SMITH, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT, BUREAU OF YARDS AND DOCKS,
October 12, 1865.

SIR: I have the honor to present the annual report and estimates for this bureau, showing the expenditures under it for the last fiscal year, with estimates for improvements for the next year.

The estimates will appear large, and though it is desirable to curtail the expenses of the government, now that the war has closed, yet it has been developed that much more extended accommodations are necessary than have heretofore been provided. The increase of naval vessels and their armament has been so large that the areas of the yards, the water fronts for vessels, storehouses, and workshops, are found to be insufficient to accommodate the vessels and stores which will be retained for further service; the cessation of hostilities does not therefore in this, as in other departments of the government, check the growing wants of, or gradual improvements in, docks and navy yards, which should be progressive with the improvements of the times.

It is an undeniable fact that most of our navy yards are entirely too limited in area, and ultimately they must be enlarged to meet the wants of the navy.

At the Portsmouth yard we have now five new ships-of-war under construction, one large ship recently launched, and a number of other vessels anchored in the stream for want of wharf accommodations. The area of this yard is only about sixty acres, and most of it is already occupied by buildings. I have, therefore, estimated for the purchase of the whole of Seavey's island adjacent to the yard; the purchase of this island will furnish an additional water front, and ample space for the erection of all the workshops and storehouses that will be required to make this a first-class yard. Besides, the bridge constructed across the water between Seavey's island and the navy yard, authorized by act of Congress, with the conditional free use of a way through the yard for the resi-

dents of the island, has caused an increase of inhabitants on the island, which will continue, and enhance the value of the ground. This increase of population is a source of great inconvenience and embarrassment to the government by the frequent use of the way through the yard and over the government bridge to Kittery, so that I recommend the purchase of the whole island if it can be obtained at a reasonable price. In case such acquisition cannot be made on reasonable terms, I recommend the prohibition, as provided by said act of Congress, at the discretion of the department, of travel of every kind from said island to and through the navy yard.

At the Boston yard we are equally cramped for room and water front with deep water, and therefore I have ventured again to estimate for the purchase of the wharf and water privileges heretofore presented to Congress as the property of Oakman & Eldridge; by this purchase the pile wharf estimated for at that yard could be dispensed with. This property is especially required for the accommodation of coal for the navy and for additional wharf facilities.

Adjoining the New York yard is a valuable property, recently owned by Mr. Ruggles, who, some few years since, obtained a grant from the legislature of New York to extend his wharf out into the channel, to the great detriment of the yard, and which, if carried out, would have seriously if not wholly interfered with the use of the Wallabout waters for naval purposes. The right of Mr. Ruggles was contested by the department, and progress was suspended. Mr. Ruggles has died, and his executors and heirs have agreed to dispose of this property to the government at an appraisal ordered by this bureau, the amount of which was $90,000. These premises are now rented to government at $6,000 per annum, to continue until the action of Congress shall decide on the purchase, and are now full of government stores which cannot be accommodated in the navy yard. I have inserted an amount for this purchase, and most earnestly recommend the appropriation.

An arrangement has been made with the authorities of Brooklyn for an exchange of grounds, and awaits the confirmation of the city councils, which, when consummated, will accommodate both parties.

The purchase of an addition to the Philadelphia navy yard, for which funds had been appropriated, has been consummated, the money paid, and the property taken possession of.

The Norfolk yard, which had been made a heap of ruins, is now partially improved, and affords limited facilities for the repairs of vessels and machinery. This yard will require a large outlay when it shall be permanently organized; it was one of our most extensive and important depots.

At Pensacola the navy yard was reduced by the rebels to a waste of ruins. It is the only naval establishment on the Gulf, and will require large appropriations to rebuild and restore it to its former state of efficiency.

The department desires more accommodations for officers stationed at navy yards, and also barracks for seamen. It will be observed that the estimates submitted for these improvements cover nearly half the amount of the whole estimates of the bureau. It is desirable, and would prove advantageous to the service, to have more of the officers quartered in the yards; the only obstacle seems to be want of space, especially for the barracks, and, as the quarters, under the present rule, would have to be furnished, the outlay would be large.

During the war most of our machinery and engines have been constructed by contract with private establishments; this has been in consequence of the want of facilities in the yards, and shows the necessity of erecting proper works for the purpose; some such works are now in progress, and hence the reason why the estimates for machinery are so large.

I desire to explain why the estimate under the head of contingent is so large. The great demand for tools of all kinds, supplies for foundries, support of teams, contingent labor, &c., has been so urgent that the fund has been exhausted

before the year expired, notwithstanding the bureau has cut off and curtailed many of the charges, and sometimes, when practicable, charged some of these expenses to other objects; still it has been impossible to keep the expenditures within the appropriation.

The naval asylum has been judiciously managed; the few decrepit veterans who occupy it are generally worthy objects, and have conducted themselves as well as could be expected, located as they are within reach of the temptations of a large city.

The purchase of a cemetery for the naval hospital and asylum has been consummated, and the grounds enclosed and laid out in Mount Moriah Cemetery, where we now bury the dead from those institutions.

I would mention that trespassers will probably soon be found on our reserved live-oak and pine timber lands in the south, and I submit whether timber agencies shall again be established as formerly for the protection of the government's timber. Those agencies are somewhat expensive, but they in a great measure prevent much plunder of public property.

I again ask leave to present the claims of some of the clerks at navy yards, viz: commandants' and storekeepers' first clerks and clerks of the yards, which are, at the principal yards, now fixed by law at $1,200; and if modified, it must be done by Congress. These clerks are hard-working men, and perform as responsible duties as those in the departments of the government receiving much higher pay. This class of clerks should receive the pay of second-class clerks in the departments—$1,400.

It will be observed that some of the minor officers' pay on the civil list has been slightly advanced. They are not estimated at a higher rate, if as high, as the duties of the offices, if properly filled, merit.

The law regulating wages of workmen in navy yards by outside rates causes great embarrassment, as it is often impossible to ascertain the wages uniformly paid by private establishments, the principals in many cases refusing to give the information sought, and I recommend that the law be repealed.

I also beg leave to state that the salaries of the clerks of bureaus in some of the departments, particularly the Navy, are less than those of the department proper, and of bureaus in other departments; and yet, I venture to say they perform as responsible duties and labor as sedulously as any others; therefore I beg to draw your attention to the increase I have submitted for the clerks of the Bureau of Yards and Docks in the bureau's estimate, and trust it will meet your approval. It is unquestioned that all kinds of subsistence and supplies are now held at higher rates than at any time during the war, and at least double the rates prevailing at the time these salaries were established by law. It should also be borne in mind that these salaries, fixed when the cost of living was moderate, have remained the same, while the wages of mechanics and others in public and private employment have been advanced in proportion to the cost of living. It will therefore be perceived that men with small salaries and no other resources, especially those with families, have a hard struggle to live within their means.

I now proceed to remark on the improvements and repairs at navy yards, commencing with

PORTSMOUTH, N. H.

The improvements which have been completed at this yard during the fiscal year ending June 30, 1865, are, machine-shop and smithery, fitting and furnishing machine shop and smithery, capstan for shears, ordnance machinery and shops, boat-house and carpenter's shop, iron store and barracks, &c., on Seavey's island. The amount expended upon these objects during the fiscal year is, for materials $10,431 77, and for labor $16,522 50, making an aggregate of $26,954 27. These

works have been in successful use during a portion of the year, and have added much to the efficiency of the yard. The improvements which have been in progress, but are not yet completed, are: plumbers', coppersmiths', and tin shops, quay wall, moving pier, extension of ship-house S, machinery and tools, repairs of floating dry dock, shop for iron-clading, condenser, extension of ship-house R, launching slips, widening road, timber shed No. 28, and for repairs of all kinds. On these several objects there has been expended during the year, for materials, $97,018 87, and for labor, $105,834 07, making an aggregate of $202,852 94. The work upon these objects has been prosecuted with vigor; some of them are nearly completed, and others well advanced towards completion.

There has been expended during the year, for objects coming under the head of contingent, the sum of $152,845 02.

Plans and estimates are submitted for the fiscal year ending June 30, 1867, for the following objects, viz: iron foundry, shop for iron-clading, condensers, road and timber slips, raising timber sheds Nos. 28 and 29 one story, enlarging office building, officers' quarters, quay wall, fitting and furnishing plumbers', coppersmiths', and tin shop, machinery and tools, completing plumbers', coppersmiths', and tin shops, repairs of all kinds, and for the purchase of Seavey's island, amounting in the aggregate to $505,988.

Iron foundry, shop for iron-clading, condensers, and road and timber slips.—During the past year the exigencies of the service have been such as to render the construction of the above objects absolutely indispensable, and to meet the pressing demands upon the yard it became necessary to use funds which had been allotted to other objects. The works have been completed and have proved of immense service, and an appropriation is now asked to replace the funds to the credit of the objects from which they were taken.

Raising timber sheds Nos. 28, 29.—At this yard there is a great want of addition at store-room, and as there is no available site on the yard for the erection of a new storehouse, it is proposed to supply the deficiency by raising two of the timber sheds another story; this improvement will be an important and valuable addition to the yard, furnishing room for the storage and safe-keeping of a large quantity of stores, and the appropriation is strongly recommended.

Enlarging office building.—The present office building is not of sufficient capacity to accommodate all the officers of the yard, and it is desirable that the offices should be concentrated. The most economical mode of procuring the necessary office room is to raise the wings of the building one story, and for that purpose an estimate is submitted.

Officers' quarters.—There are several officers attached to this yard, for whom no houses have yet been provided, and the department deems it necessary that all the officers attached to the station should reside within the limits of the yard, so that their services may be had at all times. An estimate is submitted for supplying dwellings for such officers as are without quarters.

Quay wall.—The extension of the quay wall on the northerly side of the yard is of the utmost importance, to furnish wharf and landing space for materials, and is much needed at this yard.

Fitting and furnishing plumbers', coppersmiths', and tin shop.—This important building is now in progress, and before it can be occupied it will be necessary to provide the requisite forges, benches and fixtures for the accommodation of the workmen. An appropriation for this object is highly necessary.

Machinery and tools.—The quantity of machinery and tools at this yard is quite inadequate for the execution of the large amount of work required to be done upon the iron-clads, and an estimate is submitted for the purchase of such as are deemed of the first importance. This item is an important one and cannot be urged too strongly.

Completing plumbers', coppersmiths', and tin shop.—This building is far advanced towards completion, but owing to the great increase in the cost of labor

and materials since the original estimate was made, it is found that the funds allotted are not sufficient for its entire completion, and a small additional appropriation is therefore asked.

Repairs of all kinds.—The amount estimated under this head will be required for the necessary repairs of the various buildings, docks, wharves, boats, roads, walks, fences, &c., and is such as a proper regard to economy would dictate.

Purchase of Seavey's island.—The area of this yard is entirely too limited to afford sites for the necessary buildings, and working ground for the workmen engaged in the construction of vessels; an estimate is therefore submitted for the purchase of Seavey's island, for reasons hereinbefore stated.

BOSTON.

The works of improvement which have been completed at this yard during the past fiscal year are, machinery for machine-shop, repairing machine for ropewalk, and temporary storehouse. The amount expended in these objects during the year is, for labor $16,563 57, and for materials $7,211 48, making an aggregate of $23,775 05.

The works which have been in progress, but which are not yet completed, are, paving and drains at new shops, coal-house for foundry, smithery, &c., house and foundation for heavy hammer, joiners' shop and paint-loft, extension of shear wharf, repairs around dry dock and surface drains, railroad tracks, and repairs of all kinds. The progress made upon these objects is satisfactory, and the amount expended during the year is $250,562 77.

There has been expended at this yard during the past year for objects coming under the head of contingent the sum of $447,323 48. Plans and estimates are submitted for the fiscal year ending 30th June, 1867, for the following objects, viz: for commencing building for all heavy wood-work; officers' quarters; for the purchase of the right of drainage through the yard, now held by the city of Charlestown; one steam fire-engine; widening main entrance; tools for machine and forge shops; machinery for ropewalk; filling in a portion of timber dock; pile wharf; addition to stable; building for offices; barracks for 5,000 seamen; repairs of all kinds, and purchase of Oakman and Eldridge's wharf; amounting in the aggregate to $1,883,753.

Commencing building for all heavy wood-work.—A large part of the sawing of ship timber is now done by hand at an enormous expense, and as much of the work upon this class of timber may be done by machinery, it is proposed to erect a building of sufficient size to accommodate the sawing, planing, and turning machinery, with the necessary engines, to perform all the work upon heavy ship timber; the building will also afford sufficient room for the carpenters, coopers, and the fire-engines and hose, and will be located conveniently near to the ship-houses and building-slips, and will add greatly to the facilities for the economical execution of work.

Officers' quarters.—A number of the officers attached to this yard have no quarters provided for them, and as it is considered good policy to have all officers on the station located within the yard, an estimate is submitted for an additional number of houses.

Purchase of the right of drainage through the yard, now held by the city of Charlestown.—When the lands upon which this yard is located were purchased, the city of Charlestown reserved the right of drainage for a portion of the city through the yard, and the drains discharge into the timber dock. Since that part of the city has been built up and improved, this drainage has become a great nuisance, the filth from the city discharging into the timber dock, located near the centre of the yard, and it is very desirable that the right of the city should be extinguished.

Steam fire-engine.—There is but one steam fire-engine at this yard; and where there is so much valuable property stored, it is important that the fire apparatus

should be as efficient as possible; an estimate is therefore submitted for an additional engine.

Widening main entrance.—The main entrance to the yard is contracted to about one-half the width of the principal avenue, by the adjoining estate. Convenience and symmetry both require that this should be opened to the width of the avenue, and as the buildings upon the required land are now in a very dilapidated state, no better opportunity for making the improvement is likely ever to occur. An estimate is therefore submitted for the purchase of this property, as marked on the plan.

Tools for machine and forge shops.—An additional number of tools is required for the different shops; great delays have occurred in consequence of the insufficient number of tools, and it has been very difficult to procure them during the past two or three years. This object is one of great importance, and is strongly urged.

Machinery for ropewalk.—During the past four years the machinery in this building has been worked to its utmost capacity; some of it requires renewing and several new machines are very necessary.

Filling in a portion of timber dock.—This dock is located near the centre of the yard, and the space occupied by it is much needed for other purposes; it is proposed to commence filling it up, and for that purpose an estimate is submitted.

Pile wharf.—Great delays and much inconvenience and loss have been experienced from want of wharf room for vessels bringing supplies to the yard. To remedy these difficulties it is proposed to build out a pile wharf near the foundries. This improvement is much needed, and the appropriation is strongly urged.

Addition to stables.—The present stables are insufficient to accommodate all the cattle now employed in the yard; some of them are quartered in temporary sheds, and for the comfort of the cattle, security against fire, and the appearance of the yard, it is required that an addition should be made to the main stable and these temporary sheds be removed.

Building for offices.—For the convenience of the business of the yard, as well as for the safety of the public records and other property of a similar nature, it is desirable to have a substantial building conveniently located and reasonably safe against fire. The present offices are in temporary buildings, inconveniently located and unsafe.

Barracks for 5,000 seamen.—In compliance with your instructions, plans and estimates are submitted for the erection of barracks to accommodate 5,000 seamen on shore.

Repairs of all kinds.—The amount submitted under this head will be required for the proper repairs and preservation of the various buildings, offices, docks, wharves, roads, walls, fences, and other improvements.

Purchase of Oakman and Eldridge's wharf.—An estimate is again presented for the purchase of this property; the reasons for this purchase which have been heretofore stated still exist, and it is considered of much importance that this property should be obtained.

NEW YORK.

The works of improvement which have been completed at this yard during the past fiscal year are, iron fence for officers' houses, repairs and increase of ordnance machinery and shops, and officers' houses. Upon these objects there has been expended during the year the sum of $25,225 12.

The works which have been in progress during the year, but which are not yet completed, are hoisting apparatus, dredging channels, repairs to dry dock, new derrick, removing small shears, repairs to ship-houses, extension of sewer, quay wall at saw-mill, new foundry, chain-cable shop, railways, drains, paving

and flagging, filling low places, improvements on cob dock, machine shop, extension of quay wall near new derrick, iron plating shop, receiving store, machinery for machine shop, &c., repairs of machinery and boilers, repairs of engines in machine shop, machinery for iron plating shop, machinery for new foundry, machinery for smithery and joiner's shop, three steam hammers, water pipes and hydrants, and repairs of all kinds. Upon these various works there has been expended during the fiscal year the sum of $590,350 29. The work upon the above improvements has been prosecuted as vigorously as possible, and executed in the most substantial and satisfactory manner. There has been expended during the year for objects coming under the head of contingent the sum of $310,435 99. Plans and estimates are submitted for the fiscal year ending June 30, 1867, for the following objects, viz: machine shop, main building, boiler shop, iron plating shop, receiving store, quay wall, dredging channels, office building, officers' houses, barracks for 6,000 seamen, filling low places on new purchase, machinery for new machine shop, boiler shop, pattern shop and smithery, special repairs, repairs of all kinds, and purchase of the Ruggles property, amounting in the aggregate to the sum of $2,597,080.

Machine shop, main building.—A partial appropriation was made for this building, and the work commenced; but the experience of the past four years has demonstrated that the building as first proposed would not be of sufficient size to meet the wants of the yard. The plans have therefore been revised and the building enlarged, and, consequently, the expense increased. To meet this increase and complete the building, the sum now estimated will be required.

Boiler shop.—This building is much needed, the present shop being entirely too small for the work required. It is proposed to build a large boiler shop in connexion with the machine shop, and this item is considered one of much importance.

Iron plating shop.—A small appropriation was made for this building, but, owing to the immense increase in the cost of materials and labor, it was found impossible to erect a proper building for the money. An additional estimate is therefore submitted for the construction of such a building as will supply the facilities for executing this important work in an economical and expeditious manner.

Receiving store.—This building has been authorized, and is in rapid progress; but owing to the great advance in the cost of materials and labor since the estimate was made, as well as from the fact that a portion of the site has proved of such a character as to require heavy piling, it becomes necessary to ask for an additional appropriation. An estimate is therefore submitted.

Quay wall.—This important work is in progress, and an estimate is submitted for its continuation. The old wharves are fast decaying, and this work is to replace them and build a front to the new purchase in a permanent manner.

Dredging channels.—The constant deposits in the Wallabout channel render the frequent use of the dredging machine necessary to maintain a sufficient depth of water for the vessels at the yard. No appropriation was made last year for this object, and the estimate now submitted will be required to continue the dredging machine in operation.

Office building.—The office accommodations are entirely insufficient for the large number of officers now attached to this yard; they are inconveniently arranged, having been increased from time to time to meet the wants of the yard. It is proposed to erect a building for the purpose, so arranged that those officers having frequent business together may be located near to each other. The building is much needed, and an estimate is therefore submitted.

Officers' houses.—This yard is also deficient in quarters for the officers on duty; their presence is often required at night, and it is deemed important that they should be provided with houses in the yard, so that their services may be always available. An estimate is submitted for such houses as are necessary to supply deficiencies.

Barracks for 6,000 *seamen.*—In compliance with your directions, plans and estimates are submitted for the construction of barracks at this yard for the accommodation of six thousand seamen.

Filling low places on new purchase.—A large part of this new purchase has been filled in and appropriated to useful purposes; a large area yet remains to be filled, and it is proposed to fill it in part from the mud excavated by the dredging machine, and in part with gravel. An estimate for this important object is submitted.

Machinery for machine-shop, boiler-shop, pattern-shop, and smithery.—These new buildings are now in progress, and as much time is generally consumed in the building and preparing of machinery and tools, it is deemed wise to have them in progress so that they may be ready to put in place when the buildings are finished. An estimate is therefore submitted for this important object.

Special repairs.—An appropriation was made some time since for certain special repairs—such as long dock, ship-houses, and old docks; the exigencies of the service since then have not permitted these repairs to be made except in a temporary manner, and the great increase in the cost of labor and materials renders it now impossible to complete them with the funds in hand. The repairs are much needed, and an estimate is submitted for their completion.

Repairs of all kinds.—The amount estimated under this head will be required for the necessary repairs of the various buildings, docks, wharves, and other improvements.

Purchase of the Ruggles property.—The acquisition of this property would be of vast benefit to the yard, and it is believed that no more favorable opportunity will present itself for its purchase.

PHILADELPHIA.

At this yard no works of improvement have been completed during the past year. The expenditures for improvements have been made for dredging channels, repairs, and working of floating dock, and repairs of all kinds. Upon these objects there has been expended during the year $120,102 06. These are current expenses, and were required to meet the wants of the service. There has been expended for objects coming under the head of contingent during the past year the sum of $131,813 83. Plans and estimates are submitted for the fiscal year ending 30th June, 1867, for the following objects: dredging channels, dry dock, houses for officers, Bulkley's patent dryer, with building complete, saw-mill, extending south pier 100 feet, and for repairs of all kinds, amounting in the aggregate to the sum of $349,508.

Dredging channels.—The amount asked for this object is for cleaning out around the wharves, and maintaining a proper depth for the working of the floating dock.

Dry dock.—For the necessary repairs and for operating the dock the amount estimated will be required. This dock has been kept in very active service during the past year, and a very large number of vessels has been raised and repaired upon it. The dock is of the utmost importance, and being of perishable materials, requires constant care and attention.

Officers' houses.—At this yard there are but four houses for officers, and many of the officers are without quarters in the yard, and reside in remote parts of the city. As it is deemed important that all the officers should be within the yard and ready to render service at all times, estimates are submitted for building quarters for such as are not now provided for.

Bulkley's patent dryer, with building complete.—This plan of drying timber has been tested at the Washington yard with very satisfactory results, and it is considered very desirable to introduce it in other yards. At this station one is much needed, and an estimate is therefore submitted.

Saw-mill.—Appropriation has been made for the machinery for this mill, and the machinery obtained, but the amount remaining on hand is not sufficient to complete the building. It is an important appendage to the yard, and will effect a great saving in the execution of work. The appropriation is strongly urged.

Extending south pier 100 *feet.*—For some time past the deep water has been receding from the yard front, and as the wharves can be extended out into the river, thereby adding to the area of the yard, it is more economical to extend them than to keep the dredging machine constantly employed. Besides, there is no good site in front of the yard for the new floating dock, unless it is placed alongside the old dock; and to do this, the extension of the pier is necessary for the protection of the dock.

Repairs of all kinds.—This estimate embraces the usual amounts required for the proper repairs of the different buildings, docks, wharves, roads, walls, fences, &c., and is necessary for their preservation.

WASHINGTON.

There has been no object of improvement completed at this yard during the past fiscal year. The works upon which progress has been made, but which are not yet completed, are dredging channels, machinery and tools, coal depot, extension of copper-rolling mill, storehouse for provisions and clothing, rail tracks in yard, and repairs of all kinds. The amount expended upon these objects during the year is—for materials, $128,187 61; for labor, $63,125 37, making an aggregate of $191,312 98. These works have been constructed in a substantial and satisfactory manner.

There has been expended at this yard during the past year for objects coming under the head of contingent the sum of $209,816 01.

Plans and estimates are submitted for the fiscal year ending 30th June, 1867, for the following objects, viz: new paint shop, smithery, extension of iron foundry, machinery, tools, officers' quarters, and for repairs of all kinds, amounting in the aggregate to the sum of $254,690.

New paint shop.—The building formerly used as a paint shop having been turned over to the Ordnance bureau, it became necessary to use a temporary building for this purpose. The present shop is entirely unsuitable, as the paints, oils, &c., are exposed to the dust and smoke from the smithery. It is proposed to erect a new shop similar to the old paint shop, and an estimate is submitted for the purpose.

Smithery.—The number of forges in the smiths' shop is not sufficient for the execution of the large quantity of work required at this yard. It is proposed to remove the chain-proving and testing machine to another building conveniently near, and thus make room for an additional number of forges, and an estimate for this object is submitted.

Extension of iron foundry.—The foundry facilities are too limited for the performance of the large amount of work required from the foundry, and it is proposed to extend them by erecting sheds along the rear for the accommodation of additional cupolas, for which a small appropriation will be required.

Machinery and tools.—Appropriations have been made from time to time for machinery and tools, but the quantity already obtained is not sufficient for the execution of the large amount of work required in building engines and machinery for steamers. An estimate is therefore submitted for the purchase of such as are most needed.

Officers' houses.—Several of the officers attached to this yard are without quarters in the yard, and by your direction estimates are submitted for providing the houses necessary for their accommodation.

Repairs of all kinds.—The amount submitted under this head will be required for the necessary annual repairs of the different buildings, docks, wharves, and other improvements.

NORFOLK.

The works of improvement which have been completed at this yard during the past fiscal year are, rebuilding machine-shop, mast-house, smithery, and offices. On these several objects there has been expended for materials $93,645 29, and for labor $111,227 54, making an aggregate of $204,872 83. The amount expended under the head of repairs of all kinds, for repairs of dock, engine, foundry, dry dock, marine barracks, provision store, yard cranes, officers' quarters, wharves, saw-pits, carpenters' shop, and other miscellaneous objects, is, for materials $59,501 37, and for labor $89,917 11, making an aggregate of $149,418 48. The amount expended during the year under the head of contingent is $81,752 46. The work upon these objects has progressed in a satisfactory manner, and from a heap of ruins this yard has already been put in condition to afford facilities for the repairs of a very large number of vessels. Estimates are submitted for the fiscal year ending 30th June, 1867, for repairing dry dock, masonry, iron and copper store No. 11, timber shed and joiners' shop No. 12, furniture and galley storehouse No. 13, storehouse No. 14, completion of stables, railway tracks and cars, wharves, new dredging machine, scows, and dredging, new masting shears, Ames's wharf crane, building for offices, officers' quarters, machinery and tools, and repairs of all kinds, amounting in the aggregate to the sum of $484,500. Most of these items are for the repairs of buildings destroyed by the rebels, and all of them are needed at this important station. The walls of these buildings are generally in very good condition, and the cost of repairing them will be moderate compared with the original expense.

PENSACOLA, FLA.

Operations at this yard during the past year have been confined to the repairs of such objects as were absolutely necessary for the performance of such work as was required in the repairs of the vessels of the Gulf squadron; expenditures have been made upon the saw-mill, machine-shop, smith-shop, foundry, officers' quarters, storehouse, cisterns, and miscellaneous objects, the aggregate amount of which is, for labor $34,615 79, and for materials $11, 779 18, making an aggregate of $46, 394 97. The works have been temporarily repaired, so as in a degree to meet the demands upon this important station. There has been expended during the year, for objects coming under the head of contingent, the sum of $40, 942.

Estimates are submitted for the fiscal year ending 30th June, 1867, for the following objects, viz: for repairing muster office, gate to dock basin, pile engine, officers' quarters, and repairs of all kinds, amounting in the aggregate to the sum of $422, 887.

This being the only naval station on the Gulf, it is highly important that a part of the workshops should be repaired as soon as practicable. The estimates now submitted are such as the immediate wants of the service require, and it is hoped that the appropriation will be made by Congress.

MARE ISLAND.

At this yard none of the objects of improvement have been completed during the past fiscal year. The works which have been in progress, but which are not yet completed, are wharf, grading and paving, drainage and sewerage, tar and pitch house, foundry and boiler establishment, wharf cranes, scows, lighters, and stages, boiler-house in smithery, steam hammer and tools for smithery, cistern and holder for gas-works, saw-mill, stables, coal-house and wharf, repairs of sectional dock, and repairs of all kinds. The amount expended on these objects during the year is $190, 059 78. Under the head of contingent there has been expended during the year the sum of $102, 456 47.

Plans and estimates are submitted for the fiscal year ending 30th June, 1867, for foundry and boiler establishment, houses for officers, cisterns, barracks for sailors, quay wall, grading, cistern and holder for gas-works, and for repairs of all kinds, amounting in the aggregate to the sum of $484, 800.

Foundry and boiler establishment.—This important work has been some time in progress, and parts of it are nearly completed. The amount now asked for is believed to be sufficient for its final completion.

Houses for officers.—This yard being located on an island, it is important that the officers should be provided with quarters in the yard; some of them are already furnished with quarters, and an estimate is now submitted for building houses for the paymaster and ordnance officer.

Cisterns.—In consequence of the absence of good water on the island, it is indispensably necessary to construct cisterns for receiving the rain water, and the estimate submitted is much needed.

Barracks for sailors.—By your direction an estimate is submitted for the erection of barracks to accommodate 7,000 sailors.

Quay wall.—This work is of the utmost importance for the protection of the foundry establishment, and to furnish landing places and wharf room near the foundry and machine shop. The appropriation is strongly urged.

Grading.—This work must continue with the other improvements, and will require annual appropriations for some time to come.

Cistern and holder for gas-works.—The amount allotted to this object is not sufficient for its completion; the object is one of great importance, and a further appropriation is asked for its completion.

Repairs of all kinds.—The amount estimated under this head is such as will be required for the necessary annual repairs of the various buildings, docks, wharves, and other improvements.

SACKETT'S HARBOR.

The expenditures at this station during the past year have been confined to the necessary repairs of the buildings, &c., and the preservation of the public property. The amount expended during the year is $797 62. The unexpended balance to the credit of this station will be sufficient to meet all necessary expenditures for the next fiscal year.

MISCELLANEOUS STATIONS.

For the erection of wharves, storehouses, and workshops at Port Royal, S. C., there has been expended during the past year the sum of $76,106 17. This became a very important station as the place of deposit for the vast amount of stores, ammunition, and coal, and as a place for the repairs of the vessels composing the South Atlantic squadron.

At Key West the expenditures upon the coal depot and landing wharf have amounted during the year to the sum of $38,382 21. This station was made the principal deposit for stores and coal for the East Gulf squadron, and has been of much importance during the war.

At Mound City there has been expended during the year, for temporary buildings, the sum of $25,382 21. This point was made the place of deposit for stores for the Mississippi squadron, and for repairs of vessels belonging thereto.

The amount appropriated by the last Congress for these miscellaneous stations will be sufficient for the present.

NAVAL ASYLUM.

The increase in the number of beneficiaries, and the greatly advanced cost of all supplies, has caused a deficiency in the amount allotted for their support. There were on the first of July, 1864, one hundred and sixty-four persons, in-

cluding officers and attendants, borne on the rolls of the asylum. Seventeen beneficiaries have been admitted and fourteen have died.

The expenses of the institution for the year ending June 30, 1865, are as follows:

Subsistence	$26,972 47¼
Clothing, tobacco, &c	8,053 46
Miscellaneous items	9,411 29
Officers and attendants	21,511 65
Total	65,948 87¼

FLOATING DRY DOCKS.

Under authority of Congress, contracts were made for the construction of two floating dry docks, of size sufficient for docking monitors of the largest class. One of these was for the navy yard at New York, and the other for the navy yard at Philadelphia. Both have been completed and delivered at the yards, and arrangements are now being made to test their strength and capacity.

All of which is respectfully submitted.

JOS. SMITH, *Chief of the Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy,

Schedule of papers accompanying the report of the chief of the Bureau of Yards and Docks to the Secretary of the Navy, dated October 12, 1865.

A.—General estimates from yards and docks.

No. 1.—Estimate for the support of the bureau.

No. 2.—Estimate for officers and others at yards and stations.

No. 3.—Statement showing the sums which make up the first and second items of Y. & D., A.

No. 4.—Estimate for improvements and repairs at yards and stations.

No. 5.—Estimate for repairs of all kinds, showing the sums which make up the amounts under this head in Y. & D. No. 4.

No. 6.—Statement of expenditures under the head of contingent during the past fiscal year, and estimates for the same for the fiscal year ending June 30, 1867.

No. 7.—Estimates of appropriations under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1867.

No. 8.—Abstract of offers.

No. 9.—List of contracts for 1865–'66.

BUREAU OF YARDS AND DOCKS, *October* 12, 1865.

Y. & D., A.

General estimate of the Bureau of Yards and Docks for the fiscal year ending June 30, 1867, in addition to the balances remaining unexpended July 1, 1866.

	Estimated for the year ending June 30, 1867.	Estimated for the year ending June 30, 1866.
1. For the pay of commission, warrant, and petty officers, (see paper Y. & D. No. 3)	$217,166	$188,816
2. For the pay of superintendents, naval constructors, and all the civil establishments of the several yards and stations, (see Y. & D. No. 3)	146,230	132,870
3. For the improvements and repairs at yards, stations, and naval asylum, (see Y. & D. No. 4)	7,039,306	4,492,793
4. For contingent expenses that may accrue during the fiscal year for the following purposes, viz: for freight and transportation; for printing, advertising, and stationery; for books, maps, models, and drawings; for the purchase and repair of fire-engines; for machinery of every description, and patent right to use the same; for repairs of steam-engines and attendance; for purchase and maintenance of oxen and horses and driving teams; for carts, timber-wheels, and workmen's tools of every description for navy yard purposes; for telegrams and postage of letters on public service; for furniture for government offices and houses; for coals and other fuel; for candles, oil, and gas; for cleaning and clearing up yards; for flags, awnings, and packing-boxes; for pay of watchmen; for incidental labor at navy yards not applicable to any other appropriation; for rent of landing at Portsmouth, N. H.; for tolls and ferriages; for water tax; and for rent of stores, (see Y. & D. No. 6)	2,070,000	1,760,000
Total	9,472,702	6,574,479

BUREAU OF YARDS AND DOCKS, *October* 12, 1865.

Y. & D. No. 1.

Estimates of the amount required for the support of the Bureau of Yards and Docks for the fiscal year ending June 30, 1867.

For the salary of the chief of the bureau, per act of July 16, 1862, Statutes at Large, pamphlet edition, chapter 183, section 15, page 586	$4,000
For salary of civil engineer, per act of March 3, 1863, Statutes at Large, pamphlet edition, chapter 118, section 1, page 818	3,000
For salary of chief clerk, fourth class, per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511	1,800
For salaries of six clerks, including draughtsman, (one of third class, four of second class, and one of first class,) per act of July 5, 1862, Statutes at Large, pamphlet edition, chapter 134, section 3, page 511	8,400
For salary of messenger, as per act of June 25, 1864	1,000
For wages of two laborers, one for the bureau, the other for the office of the engineer and draughtsman, per act of June 25, 1864	1,440
Total	19,640
Appropriated for the year ending June 30, 1866	$19,640

CONTINGENT EXPENSES.

For stationery, books, plans, drawings, and incidental labor	$1,800
Appropriated for the year ending June 30, 1866	$1,800

Submitted.—Chief clerk, $2,000; 1 fourth class, $1,800; 3 third class, $1,600; and 2 second class, $1,400. Aggregate, $11,400.

BUREAU OF YARDS AND DOCKS, *October* 12, 1865.

Y. & D. No. 2.

Estimate of the pay of officers and others at navy yards and stations for the fiscal year ending June 30, 1867.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Commodore	$3,200	
1	Captain	2,800	
1	Commander	2,240	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,400	
1	Paymaster	2,400	
1	Chaplain	1,500	
1	Boatswain	1,000	
1	Gunner	1,000	
1	Carpenter	1,000	
1	Sailmaker	1,000	
1	Paymaster's assistant, when performing the duties of clerk also, (act May 26, 1864)	1,000	
1	Steward, (surgeon's)	750	
			$24,490
	ORDINARY.		
12	Seamen, at $180 each	2,160	
6	Ordinary seamen, at $144 each	864	
			3,024
	CIVIL.		
1	Storekeeper	1,700	
1	Naval constructor	2,800	
1	Civil engineer	2,000	
1	Draughtsman to civil engineer	1,200	
1	Superintendent floating dock	1,000	
1	Measurer and inspector of timber	1,250	
1	Clerk of the yard	900	
1	Clerk to the commandant	1,200	
1	Clerk to the storekeeper	900	
1	Clerk to the naval constructor	1,000	
1	Porter	600	
			14,550
	Total		42,064

Y. & D. No. 2—Continued.

BOSTON.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Rear-admiral	$4,000	
1	Captain	2,800	
1	Commander	2,240	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Chaplain	1,500	
1	Boatswain	1,100	
1	Gunner	1,100	
1	Carpenter	1,100	
1	Sailmaker	1,100	
1	Clerk to paymaster, (act May 26, 1864)	1,200	
1	Steward, (paymaster's)	750	
1	Steward, (surgeon's)	750	
			$27,040
	CIVIL.		
1	Storekeeper	2,000	
1	Naval constructor	2,800	
1	Civil engineer	2,500	
1	Assistant engineer	1,500	
1	Draughtsman to engineer	1,200	
1	Draughtsman to naval constructor	1,200	
1	Master machinist and steam engineer	2,000	
1	Measurer and inspector of timber	1,500	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk (second) to commandant	960	
1	Draughtsman to steam engineer	1,200	
1	Clerk to civil engineer	900	
1	Clerk to the storekeeper	1,200	
1	Clerk (second) to storekeeper	900	
1	Clerk to master machinist and steam engineer	1,000	
1	Clerk to inspector of provisions, &c., (act May 26, 1864)	1,200	
1	Clerk to naval constructor	1,000	
1	Clerk (second) to naval constructor	800	
1	Porter	600	
			26,860
	Total		53,900
	NOTE.—The surgeon of the yard will attend the marines also.		

BROOKLYN.

	NAVAL.		
1	Rear-admiral	4,000	
1	Captain	2,800	
1	Commander	2,240	
3	Lieutenants, at $1,500 each	4,500	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Gunner	1,100	
1	Chaplain	1,500	

Y. & D. No. 2—Continued.

BROOKLYN—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Boatswain	$1,100	
1	Carpenter	1,100	
1	Sailmaker	1,100	
1	Clerk to paymaster, (act May 26, 1864)	1,200	
1	Steward, (paymaster's)	750	
1	Steward, (surgeon's)	750	
			$28,540
	CIVIL.		
1	Storekeeper	2,000	
1	Naval constructor	2,800	
1	Assistant naval constructor	2,000	
1	Civil engineer	2,500	
1	Assistant engineer and superintendent of dry-dock	1,500	
1	Draughtsman to engineer	1,200	
1	Draughtsman to naval constructor	1,200	
1	Inspector and measurer of timber	1,500	
1	Draughtsman to steam engineer	1,200	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk (second) to commandant	960	
1	Clerk to the storekeeper	1,200	
1	Clerk (second) to storekeeper	900	
1	Clerk to steam engineer	1,000	
1	Clerk to inspector of provisions and clothing, (act May 26, 1864)	1,200	
1	Clerk to civil engineer	1,000	
1	Clerk to naval constructor	1,000	
1	Clerk (second) to naval constructor	800	
1	Porter	600	
			26,960
	Total		55,500
	NOTE.—The surgeon of the yard will attend the marines also.		

PHILADELPHIA.

	NAVAL.		
1	Commodore	3,200	
1	Captain	2,800	
1	Commander	2,240	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,400	
1	Paymaster	2,400	
1	Chaplain	1,500	
1	Boatswain	1,000	
1	Gunner	1,000	
1	Carpenter	1,000	
1	Sailmaker	1,000	
1	Paymaster's assistant, when performing duties of clerk also, (act May 26, 1864)	1,200	
1	Steward, (paymaster's)	750	
1	Steward, (surgeon's)	750	
			25,440

Y. & D. No. 2—Continued.

PHILADELPHIA—Continued.

No.	Officers, &c.	Pay.	Aggregate.
	CIVIL.		
1	Storekeeper	$2,000	
1	Naval constructor	2,800	
1	Draughtsman to naval constructor	1,200	
1	Superintendent of floating-dock and machinery	1,000	
1	Measurer and inspector of timber	1,200	
1	Clerk of the yard	900	
1	Clerk to the commandant	1,200	
1	Clerk to the storekeeper	900	
1	Clerk (second) to storekeeper	750	
1	Clerk to naval constructor	1,000	
1	Porter	600	
			$13,550
	NAVAL ASYLUM, PHILADELPHIA.		
1	Commodore	3,200	
1	Commander	2,240	
1	Lieutenant	1,500	
1	Chaplain	1,500	
1	Secretary	1,000	
1	Carpenter	1,100	
1	Steward to the Asylum	750	
1	Paymaster's assistant, (act May 26, 1864)	1,000	
1	Matron	300	
6	Washers, at $120 each	720	
1	Cook	168	
2	Assistant cooks—one at $120, and one at $96	216	
6	Laundresses, at $120 each	720	
8	Scrubbers and house-cleaners, at $96 each	768	
4	Laborers, at $200 each	800	
1	Master-at-arms	300	
1	Ship's corporal	240	
			16,522
	Total		55,512
	NOTE.—The surgeon of the yard will attend the marines also.		

WASHINGTON.

	NAVAL.		
1	Commodore	3,200	
1	Captain	2,800	
1	Commander	2,240	
1	Lieutenant	1,500	
1	Master	1,200	
1	Surgeon	2,400	
1	Paymaster	2,400	
1	Chaplain	1,500	
1	Boatswain	1,000	
1	Gunner	1,000	
1	Carpenter	1,000	
1	Paymaster's assistant, when performing duty as clerk also, (act May 26, 1864)	1,200	
1	Steward, (paymaster's)	750	
1	Steward, (surgeon's)	750	
			22,940

Y. & D. No. 2—Continued.

WASHINGTON—Continued.

No.	Officers, &c.	Pay.	Aggregate.
	ORDINARY.		
10	Ordinary seamen, at $120 each	$1,200	$1,200
	CIVIL.		
1	Storekeeper	1,700	
1	Civil engineer, (act March 3, 1863)	2,000	
1	Draughtsman to civil engineer	1,200	
1	Inspector and measurer of timber	1,250	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk (second) to commandant	960	
1	Clerk to the storekeeper	1,200	
1	Clerk (second) to storekeeper	900	
1	Steam engineer and machinist	2,000	
1	Master tank and caboose maker	1,500	
1	Master chain-cable and anchor maker	1,500	
1	Messenger	1,000	
1	Porter	600	
			18,210
	Total		42,350
	NOTE.—The surgeon of the yard will attend the marines also.		

NORFOLK.

	NAVAL.		
1	Commodore	3,200	
1	Captain	2,800	
1	Commander	2,240	
1	Lieutenant	1,500	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Boatswain	1,100	
1	Gunner	1,100	
1	Carpenter	1,100	
1	Clerk to paymaster, (act May 26, 1864)	1,000	
1	Steward, (paymaster's)	750	
1	Steward, (surgeon's)	750	
			21 940
	CIVIL.		
1	Storekeeper	1,700	
1	Naval constructor	2,600	
1	Civil engineer	2,000	
1	Measurer and inspector of timber	1,250	
1	Master machinist	1,500	
1	Clerk of the yard	1,200	
1	Clerk to the commandant	1,200	
1	Clerk to naval constructor	1,000	
1	Clerk to naval storekeeper	1,200	
1	Porter	600	
			14,250
	Total		36,190

Y. & D. No. 2—Continued.

PENSACOLA.

No.	Officers, &c.	Pay.	Aggregate.
	NAVAL.		
1	Commodore	$3,200	
1	Captain	2,800	
1	Commander	2,240	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Boatswain	1,100	
1	Gunner	1,100	
1	Carpenter	1,100	
1	Clerk to paymaster, (act May 26, 1864)	1,000	
1	Steward, (paymaster's)	750	
1	Steward, (surgeon's)	750	
			$20,440
	CIVIL.		
1	Storekeeper	1,700	
1	Naval constructor	2,600	
1	Civil engineer	2,000	
1	Clerk of the yard	1,200	
1	Clerk to commandant	1,200	
1	Clerk to storekeeper	1,200	
1	Draughtsman to civil engineer	1,200	
1	Clerk to naval constructor	1,000	
1	Porter	600	
			12,700
	Total		33,140

MARE ISLAND.

	NAVAL.		
1	Commodore	3,200	
1	Captain	2,800	
1	Commander	2,240	
2	Lieutenants, at $1,500 each	3,000	
1	Master	1,200	
1	Surgeon	2,600	
1	Paymaster	2,600	
1	Clerk to paymaster and inspector of provisions, (act of July 14, 1862)	1,500	
1	Steward, (surgeon's)	1,000	
1	Steward, (paymaster's) act July 14, 1862	750	
			20,890
	CIVIL.		
1	Storekeeper	2,500	
1	Naval constructor	2,600	
1	Civil engineer	3,200	
1	Assistant and draughtsman to civil engineer	1,800	
1	Superintendent of dock	2,000	
1	Clerk of the yard	1,500	
1	Clerk to the commandant	1,500	
	Clerk to the storekeeper	1,500	

Y. & D. No. 2—Continued.

MARE ISLAND—Continued.

No.	Officers, &c.	Pay.	Aggregate.
1	Clerk to civil engineer, (act July 14, 1862)	$900	
1	Clerk to naval constructor, (act July 14, 1862)	900	
1	Porter	750	
			$19,150
	Total		40,040

SACKETT'S HARBOR.

	NAVAL.		
1	Commodore	3,200	
1	Lieutenant	1,500	
			4,700

RECAPITULATION.

Place.	Naval.	Ordinary.	Asylum.	Civil.	Aggregate.
Portsmouth, N. H.	$24,490	$3,024	.....	$14,550	$42,064
Boston	27,040	.....	.....	26,860	53,900
Brooklyn	28,540	.....	.....	26,960	55,500
Philadelphia	25,440	.....	$16.522	13,550	55,512
Washington	22,940	1,200	.....	18,210	42,350
Norfolk	21,940	.....	.....	14,250	36,190
Pensacola	20,440	.....	.....	12,700	33,140
Mare Island	20,890	.....	.....	19,150	40,040
Sackett's Harbor	4,700	.....	.....	.....	4,700
Total	196,420	4,224	16,522	146,230	363,396

BUREAU OF YARDS AND DOCKS, *October* 12, 1865.

Y. & D. No. 3.

Statement showing the several sums which make up the amounts of the first and second items in the general estimate from the Bureau of Yards and Docks for the fiscal year ending June 30, 1867, *marked Y. & D., A.*

FIRST ITEM IN GENERAL ESTIMATE A.

For naval branch at yards and stations	$196,420
For naval asylum at Philadelphia	16,522
For ordinary branch at yards and stations	4,224
	217,166

SECOND ITEM IN GENERAL ESTIMATE A.

For the civil branch at all the yards and stations	$146,230

BUREAU OF YARDS AND DOCKS, *October* 12, 1865.

Y. & D. No. 4.

Estimate of the amounts that will be required towards the construction and completion of works, and for the current repairs at the several navy yards and the naval asylum at Philadelphia, for the fiscal year ending June 30, 1867.

PORTSMOUTH, N. H.

For iron foundry	$5,946
For shop for iron-cladding	16,632
For condensers	7,660
For road and timber-slips	28,303
For raising timber-sheds 28x29, one story	49,516
For enlarging office building	9,748
For officers' quarters, 9 buildings	126,483
For quay wall	25,000
For fitting and furnishing plumbers', coppersmiths', and tin shop	3,600
For machinery and tools	48,100
For repairs of all kinds	70,000
For completing plumbers', coppersmiths', and tin shop	10,000
	400,988
For purchase of Seavey's island	105,000
Total	505,988

BOSTON.

For commencing building for all heavy wood-work	50,000
For houses for 12 officers attached to station	144,000
For purchase of the right of drainage through the yard, now held by the city of Charlestown	25,000
For one steam fire-engine	5,000
For widening main entrance	12,000
For tools for machine and forge shops	71,500
For machinery for ropewalk	31,000
For filling in a portion of timber-dock	40,000
For pile wharf	58,872
For addition to stable	8,000
For building for offices	167,381
For barracks for 5,000 soldiers on shore	1,051,000
For repairs of all kinds	85,000
	1,748,753
For purchase of Oakman & Eldridge's wharf	135,000
Total	1,883,753

NEW YORK.

For machine shop, main building	$298,612
For machine shop, boiler wing	191,480
For iron plating shop	98,922
For receiving store	47,603
For quay wall extension at derrick	100,000
For quay wall extension at sewer	100,000
For dredging channels	65,000
For office bulding	81,573
For officers' houses, west of present houses	58,518
For officers' houses, east of present houses	58,518
For officers' houses, east of marine barracks	58,518
For warrant officers' houses	42,276
For barracks for 6,000 men	889,560
For filling low places on new purchase	100,000
For machinery for new machine shop, boiler shop, pattern shop, and smithery	180,000
For special repairs	20,500
For repairs of all kinds	116,000
	2,507,080
For purchase of the Ruggles property	90,000
Total	2,597,080

PHILADELPHIA.

For dredging channels	4,028
For dry dock	46,000
For houses for 20 officers	166,000
For Bulkley's patent dryer, with buildings complete	35,000
For repairs of all kinds	58,480
For saw-mill	25,000
For extending south pier 100 feet	15,000
Total	349,508

WASHINGTON, D. C.

For new paint shop	8,583
For smithery	12,062
For extension of iron foundry	8,445
For machinery and tools	90,600
For captain's quarters	19,000
For five houses for officers' quarters	54,400
For repairs of all kinds	61,600
Total	254,690

NORFOLK, VA.

For repairs of dry dock, masonry and gates	20,000
For quay wall	15,000
For iron and copper store No. 11	35,000
For ship joiners' shop and timber shed No. 12	45,000
For furniture and galley storehouse No. 13	36,000
For storehouse No. 14	46,000
For completion of stables	10,000
For railway track and cars	8,000
For repairs of wharves	2,500
For new dredging machine, scows, and dredging	45,000
For new sheers	30,000
For one Ames's wharf crane	3,000
For building for officers	15,000
For four buildings for officers' quarters	40,000

For four houses for warrant officers	$28,000
For machinery and tools	50,000
For repairs of all kinds	56,000
Total	484,500

PENSACOLA, FLA.

For muster office	8,104
For new gate to dock basin	30,000
For pile engine	700
For commandant's quarters	28,245
For quarters for 15 officers	246,220
For repairs of all kinds	109,618
Total	422,887

MARE ISLAND, CALA.

For foundry and boiler establishment	85,000
For houses for pay agent and ordnance officer	27,000
For cisterns, buildings 68 and 45	7,300
For barracks for sailors	135,000
For quay wall	136,000
For grading	20,000
For cistern and holder for gas-works	2,500
For repairs of all kinds	72,000
Total	484,800

NAVAL ASYLUM, PHILADELPHIA.

For furniture and repairs to same	1,000
For house-cleaning and whitewashing	800
For furnaces, grates and ranges	700
For gas and water rent	1,500
For improvement of grounds	300
For wharves and lots	800
For painting houses and walls	2,000
For repairs of all kinds	1,000
	8,100
For support of beneficiaries	48,000
Total	56,100

RECAPITULATION.

For navy yard, Portsmouth, N. H.	505,988
For navy yard, Boston	1,883,753
For navy yard, New York	2,597,080
For navy yard, Philadelphia	349,508
For navy yard, Washington	254,690
For navy yard, Norfolk	484,500
For navy yard, Pensacola	422,887
For navy yard, Mare island	484,800
For naval asylum, Philadelphia	56,100
Total	7,039,306

BUREAU OF YARDS AND DOCKS, *October* 12, 1865.

Y. & D. No. 5.

Statement of estimates for "repairs of all kinds" at the several navy yards for the fiscal year ending June 30, 1867.

Objects.	Portsmouth, N. H., 1866-'67.	Boston, 1866-'67.	New York, 1866-'67.	Philadelphia, 1866-'67.	Washington, 1866-'67.	Norfolk, 1866-'67.	Pensacola, 1866-'67.	Mare island, 1866-'67.
For repairs on yard buildings	$20,000	$8,000	$40,500	$20,000	$22,300	$15,000	$20,000	$20,000
For repairs on officers' quarters	7,000	12,500	6,000	3,000	4,000	10,000	3,000	8,000
For repairs on bridges, landings, platforms, &c	3,000	7,500	13,000	2,000	2,000	3,000	4,000	1,000
For repairs on roads, walks, gutters, and drains	3,000	7,500	20,000	5,000	2,000	4,000	28,000	4,000
For repairs on fences and walls	2,000	3,500	5,000	2,000	3,000	2,000	5,000	2,000
For repairs on cranes, scows, and derricks	10,000	5,000	2,500	4,000	6,000	5,000	6,000	2,000
For repairs on furnaces, forges, and stoves	5,000	5,000	4,000	2,000	6,000	2,000	4,000	5,000
For repairs on docks and wharves	5,000	22,500	5,000	10,000	5,927	5,000	10,000	10,000
For repairs on miscellaneous objects	15,000	13,500	10,500	10,480	10,400	10,000	19,618	20,000
For repairs on temporary buildings	----------	----------	9,500	----------	----------	----------	10,000	----------
Total	70,000	85,000	116,000	58,480	61,627	56,000	109,618	72,000

Bureau of Yards and Docks, *October* 12, 1865.

Statement of expenditures for contingent during the fiscal year ending June 30, 1865, with estimates for contingent for the fiscal year ending June 30, 1867.

Objects.	PORTSMOUTH, N. H.		BOSTON.		NEW YORK.		PHILADELPHIA.	
	Expended in 1864–'65.	Estimated for 1866–'67.	Expended in 1864–'65.	Estimated for 1866–'67.	Expended in 1864–'65.	Estimated for 1866–'67.	Expended in 1864–'65.	Estimated for 1866–'67.
For freight and transportation	$36 79	$100 00	$96 00	$500 00	.....	$500 00	.....	$500 00
For printing, advertising, and stationery	4,330 92	5,000 00	6,050 49	5,500 00	.....	5,000 00	$3,232 80	3,000 00
For books, maps, models, and drawings	331 37	400 00	.....	.....	.....	500 00	.....	300 00
For purchase and repairs of fire-engines	3,339 90	1,000 00	765 71	7,000 00	.....	5,000 00	2,781 36	3,000 00
For machinery of every description, and patent right to use the same	2,533 16	10,000 00	20,137 48	20,000 00	.....	20,000 00	32,127 12	32,000 00
For repairs of steam-engines and attendance	13,382 25	15,000 00	39,128 00	25,000 00	.....	35,000 00	5,569 73	14,000 00
For purchase and maintenance of oxen and horses, and driving teams	34,727 25	25,000 00	35,775 81	35,000 00	.....	30,000 00	5,910 81	6,000 00
For carts, timber-wheels, and workmen's tools of every description, for navy yard purposes	65,051 63	58,000 00	165,440 20	120,000 00	.....	120,000 00	47,812 22	50,000 00
For telegrams and postage of letters on public service	56 62	100 00	254 94	500 00	.....	1,000 00	.....	100 00
For furniture for government offices and houses	456 82	5,000 00	2,597 26	3,000 00	.....	6,000 00	1,205 11	3,000 00
For coal and other fuel	9,103 72	20,000 00	123,306 03	121,500 00	.....	100,000 00	14,392 10	35,000 00
For candles, oils, and gas	6,234 72	7,000 00	5,624 20	5,500 00	.....	5,000 00	3,318 12	3,000 00
For cleaning and clearing up yard	199 25	4,000 00	13,201 56	10,000 00	.....	10,000 00	2,920 46	15,000 00
For flags, awnings, and packing-boxes	58 82	100 00	457 42	500 00	.....	500 00	.....	100 00
For pay of watchmen	9,920 25	10,000 00	23,869 55	25,000 00	.....	20,000 00	3,375 81	9,000 00
For incidental labor at navy yards not applicable to any other appropriation	2,411 50	19,270 00	17,733 48	16,000 00	.....	37,400 00	25,056 19	32,800 00
For rent of landing at Portsmouth, New Hampshire	30 00	30 00	.....	.....	.....	.....	.....	.....
For tolls and ferriages	.....	.....	.....	.....	.....	1,609 00	.....	.....
For water tax	.....	.....	2,895 35	5,000 00	.....	.....	.....	.....
For rent of stores and rendezvous	.....	.....	.....	.....	.....	2,500 00	1,112 00	1,200 00
	152,845 02	180,000 00	447,321 48	400,000 00	$310,435 99	400,000 00	131,813 83	200,000 00

Y. & D. No. 6.—*Statement of expenditures for contingent during the fiscal year ending June* 30, 1865, *&c.*—Continued.

Objects.	WASHINGTON.		NORFOLK.		PENSACOLA.		MARE ISLAND.	
	Expended in 1864-'65.	Estimated for 1866-'67.	Expended in 1864-'65.	Estimated for 1866-'67.	Expended in 1864-'65.	Estimated for 1866-'67.	Expended in 1864-'65.	Estimated for 1866-'67.
For freight and transportation	$361 50	$500 00	.....	$500 00	.....	$2,000 00	$4,414 45	$8,000 00
For printing, advertising, and stationery	4,473 85	6,500 00	.....	5,000 00	$176 57	1,800 00	1,363 30	5,000 00
For books, maps, models, and drawings	.....	500 00	.....	500 00	.....	500 00	10 50	500 00
For purchase and repairs of fire-engines	13,517 17	5,000 00	.....	4,000 00	.....	2,500 00	7 30	5,000 00
For machinery of every description, and patent right to use the same	.....	15,000 00	.....	20,000 00	4,602 32	25,000 00	1,354 94	50,000 00
For repairs of steam-engines and attendance	4,637 73	10,000 00	.....	8,000 00	3,864 96	22,000 00	8,048 21	10,000 00
For purchase and maintenance of oxen and horses, and driving teams	11,981 57	20,000 00	$20,631 66	20,000 00	3,425 26	22,000 00	11,696 23	25,000 00
For carts, timber-wheels, and workmen's tools of every description, for navy yard purposes	39,415 63	40,000 00	17,706 50	20,000 00	6,742 22	39,000 00	8,361 00	35,000 00
For telegrams and postage of letters on public service	54 22	100 00	.....	100 00	.....	100 00	39 37	100 00
For furniture for government offices and houses	.....	5,000 00	.....	10,000 00	77 00	5,000 00	115 47	5,000 00
For coal and other fuel	105,543 76	105,000 00	.....	60,000 00	10,941 21	18,000 00	32,639 24	60,000 00
For candles, oils, and gas	10,887 68	12,000 00	.....	10,000 00	61 20	6,000 00	6,630 03	5,000 00
For cleaning and clearing up yard	478 13	10,000 00	.....	10,000 00	951 09	12,000 00	3,984 74	6,000 00
For flags, awnings, and packing-boxes	767 62	500 00	.....	500 00	204 76	500 00	853 74	500 00
For pay of watchmen	9,588 36	9,000 00	.....	9,000 00	7,911 56	13,000 00	2,297 08	.....
For incidental labor at navy yards not applicable to any other appropriation	8,108 79	10,900 00	43,414 30	22,400 00	1,983 55	30,600 00	20,640 91	24,900 00
For rent of landing at Portsmouth, New Hampshire	.....	.....	.....	.....	.....	.....	.....	.....
For tolls and ferriages	.....	.....	.....	.....	.....	.....	.....	.....
For water tax	.....	.....	.....	.....	.....	.....	.....	.....
For rent of stores and rendezvous	.....	.....	.....	.....	.....	.....	.....	.....
	209,816 01	250,000 00	81,752 46	200,000 00	40,941 70	200,000 00	102,456 51	240,000 00

BUREAU OF YARDS AND DOCKS, *October* 12, 1865.

Y. & D. No. 7.

Estimate of appropriations under the cognizance of the Bureau of Yards and Docks, required for the service of the fiscal year ending June 30, 1867.

Heads or titles of appropriations.	Estimates of appropriations required for the service of the fiscal year ending June 30, 1867.	Appropriations for the fiscal year ending June 30, 1866.
Pay of superintendents	$146,230	$132,870
Contingent, enumerated	2,070,000	1,760,000
Navy yard, Portsmouth, N. H	505,988	316,250
Navy yard, Boston	1,883,753	279,500
Navy yard, Brooklyn	2,597,080	895,763
Navy yard, Philadelphia	349,508	285,680
Navy yard, Washington	254,690	218,300
Navy yard, Norfolk	484,500	468,500
Navy yard, Pensacola	422,887	171,000
Navy yard, Mare island, California	484,800	208,800
Navy station, Sackett's Harbor	.....	2,000
Miscellaneous stations	.....	500,000
Naval asylum, Philadelphia	8,100	5,600
Support of beneficiaries	48,000	42,000

JOS. SMITH,
Chief of Bureau.

BUREAU OF YARDS AND DOCKS, *October* 12, 1865.

Y. & D. No. 8.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF YARDS AND DOCKS, MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard at Portsmouth, New Hampshire, under advertisement dated May 25 1865.

Class No. 1, bricks:

J. F. & A. Pinkham	*$4,558 80
Richard Dunbar	12,072 00
Oakman & Eldridge	5,020 00
J. M. Mathes	4,786 40
Geo. W. Tucker	5,397 60
Eaton & Gage	5,370 00

Class No. 2, stone:

Ezra Eames	*8,640 00
Pierce & Rowe	15,120 00
Jas. M. Andrews	12,600 00
O. E. Sheldon, agent	21,600 00
John M. Mayo	25,200 00
Eaton & Gage	36,000 00

Class No. 4, yellow pine lumber:

Trickey, Jewett & Cook	*1,882 60
F. S. Bletz	3,033 90
John O. Evans	2,983 33
Richard Dunbar	4,480 85
A. J. Stimson	5,489 02
L. W. Conner	3,416 85
Eaton & Gage	2,742 38
Henry H. Vincent	3,582 37

Class No. 5, oak and hard wood:

Trickey, Jewett & Cook	*4,994 40
A. J. Stimson	7,559 97
L. W. Conner	8,223 60
Eaton & Gage	5,602 40
Henry H. Vincent	5,341 00

Class No. 6, white pine, &c.:

Sam'l Adams & Co	*5,843 60
Albert F. Merrill	6,173 00
Trickey, Jewett & Cook	6,632 00
Geo. A. Hammond	6,414 70
Richard Dunbar	8,525 50
A. J. Stimson	10,519 28
L. W. Conner	10,847 50
Henry H. Vincent	6,137 50

Class No. 7, lime, hair, and plaster:

Wm. E. Spalding	910 00
Sam'l Adams, & Co	522 00
Albert F. Merrill	556 00
Wm. A. Wheeler	1,010 00
Oakman & Eldridge	525 00
James M. Shaw	675 25
A. J. Stimson	617 74
George Adams	606 00
J. M. Mathes	530 00
Geo. W. Tucker	*506 00
L. W. Conner	607 00

Class No. 8, cement:

Wm. E. Spalding	$1,450 00
Sam'l Adams & Co	1,212 20
Wm. A. Wheeler	1,276 00
Oakman & Eldridge	1,276 00
James M. Shaw	1,270 20
A. J. Stimson	1,377 50
Geo. W. Tucker	*1,148 00
Eaton & Gage	1,305 00

Class No. 9, gravel and sand:

Ezra Eames	590 00
Oakman & Eldridge	*472 00
A. J. Stimson	1,003 00
Geo. W. Tucker	708 00

Class No. 9½, moulding and fire sand and fire clay:

Phineas Drake	1,722 50
Chas. C. Wentworth	1,286 25
Eaton & Gage	2,095 00
C. W. & J. Whitehead	*1,042 50

Class No. 10, slate:

John Galt	1,600 00
Sam'l Adams & Co	1,440 00
Albert F. Merrill	1,424 00
John O. Evans	3,040 00
Geo. W. Tucker	1,408 00
Wm. Overfield, jr	†1,024 00
Wm. Chapman, pres't.	*1,024 00
Wm. H. Thomas	1,216 00
Eaton & Gage	1,120 00

Class No. 11, iron, iron nails, and spikes:

Wm. E. Spalding.	9,248 10
Wm. A. Wheeler	10,175 00
C. & J. Cooper	8,753 50
S. S. Rowland	9,309 00
Chas. C. Wentworth	9,339 50
Spalding & Parrott	8,978 50
Wm. E. Coffin & Co	8,519 25
Chas. W. Whitney	*8,364 75
John R. Elvans & Co	10,776 50
Lockwood & Collins	10,346 00
Eaton & Gage	15,772 00
Hosea Clark	12,088 00

Class No. 12, steel:

Wm. E. Spalding	4,924 00
Wm. A. Wheeler	4,516 50
C. & J. Cooper	4,820 00
S. S. Rowland	*4,453 00
Chas. C. Wentworth	4,593 50

* Accepted.

† Informal.

Wyeth & Brother	$4,550 50
Spalding & Parrott	4,981 00
John R. Elvans & Co	5,417 00
George Adams	5,165 00
Sam'l A. Wheelwright	4,950 00
Jas. R. Thompson & Co	4,808 00
Eaton & Gage	7,688 00
Hosea Clark	6,730 00

Class No. 14, files:

Wm. E. Spalding	13,042 80
J. M. Wardwell	12,393 34
Wm. A. Wheeler	11,189 30
C. & J. Cooper	10,807 59
S. S. Rowland	10,159 13
Chas. C. Wentworth	10,469 57
S. G. Howe & Co	*8,728 48
John R. Elvans & Co	12,329 40
Samuel A. Wheelwright	11,976 04
Lockwood & Collins	14,785 00
Eaton & Gage	18,610 13
Hosea Clark	12,775 45
Foster & Tower	12,405 89

Class No. 15, paints, oils, and glass:

Wm. E. Spalding	*3,810 30
John H. Bailey	4,078 00
Wm. A. Wheeler	4,200 81
S. S. Rowland	4,643 45
Geo. T. Vaughan	5,868 85
Grogan & Gardner	4,430 47
George Adams	4,596 96
Howe & French	4,666 66
Lockwood & Collins	5,132 88
Chas. P. Riggs	4,999 42

Class No. 16, ship-chandlery:

Wm. E. Spalding	2,593 23
John H. Bailey	*2,585 00
Wm. A. Wheeler	2,850 50
Geo. T. Vaughan	4,000 13
Lockwood & Collins	3,461 75
Chas. P. Riggs	‡2,292 40

Class No. 17, hardware:

Wm. E. Spalding	23,781 55
John H. Bailey	23,506 00
Wm. A. Wheeler	*22,871 54
C. & J. Cooper	23,196 34
S. S. Rowland	23,177 93
Chas. C. Wentworth	22,966 95
John R. Elvans & Co	31,962 42
Lockwood & Collins	24,860 80
Eaton & Gage	29,473 51
Foster & Tower	24,502 76

Class No. 18, stationery:

Wm. A. Wheeler	3,488 58
Jno. M. Whittemore & Co	*2,926 06
Davis Brothers	3,792 66

Class No. 19, firewood:

John H. Bailey	1,836 90
Wm. A. Wheeler	$2,037 50
Chas. J. Goodwin	1,950 00
Trickey, Jewett & Cook	1,560 00
Geo. A. Hammond	1,443 00
Wm. Macomber	2,242 50
Jno. M. Davis	1,485 90
A. J. Stimson	*1,343 55
John M. Mathes	1,355 25
John M. Mathes	1,462 50

Class No. 20, hay and straw:

Trickey, Jewett & Cook	7,000 00
Geo. A. Hammond	7,595 00
Richard Dunbar	15,750 00
Wm. Macomber	9,800 00
A. J. Stimson	6,720 00
Jno. M. Mathes	8,750 00
James Philbrick	†6,454 00
Chas. C. Barrell	*6,454 00

Class No. 21, provender:

Chas. G. Pickering	3,840 00
Richard Dunbar	5,297 00
A. J. Stimson	*3,529 25
Chas. Robinson, jr	3,789 00

Class No. 22, charcoal:

John H. Bailey	2,353 00
Job Thompson	*1,810 00
Wm. A. Wheeler	4,072 50
John M. Davis	2,251 19
A. J. Stimson	2,579 25
Jno. M. Mathes	2,896 00
Chas. C. Barrell	2,262 50

Class No. 23, belting, packing, and hose:

Wm. E. Spalding	6,976 25
G. & C. Place	6,469 25
John H. Bailey	*6,348 00
Jas. R. Pugh	6,841 00
Wm. A. Wheeler	7,945 50
C. & J. Cooper	7,171 50
S. S. Rowland	6,664 75
Chas. C. Wentworth	6,989 74
John R. Elvans & Co	9,709 00
Hosea Clark	6,982 00
Wm. Porter & Sons	8,788 75

Class No. 24, sperm and lubricating oils:

Wm. E. Spalding	6,078 85
Wm. A. Wheeler	7,202 50
S. S. Rowland	*5,660 95
Southard, Herbert & Co	6,449 00
James M. Shaw	7,204 40
Sylvanus Thomas	6,548 00
Frank Miller	6,655 25
Lockwood & Collins	7,455 00
Chas. P. Riggs	8,079 50

Class No. 26, augers:

Wm. E. Spalding	3,031 50

* Accepted. † Informal. ‡ Failed to execute.

G. & C. Place	$3,914 47
J. M. Wardwell	3,224 82
Wm. A. Wheeler	3,108 00
C. & J. Cooper	3,620 50
Chas. C. Wentworth	*2,754 00
Geo. L. Treadwell	3,132 00
John R. Elvans & Co	3,866 75
Lockwood & Collins	3,815 00
Chas. P. Riggs	3,632 05

Class No. 27, anthracite coal:

Franklin A. Hall	16,650 00
A. R. Bass	16,520 50
Henry W. Scott	16,650 00
Oakman & Eldridge	*14,775 00
James M. Shaw	22,042 00
Wm. Hunter, jr	17,550 00
Geo. W. Tucker	18,500 00
Tyler & Co	16,872 00
Eaton & Gage	$19,184 50

Class No. 29, bituminous Cumberland coal:

Franklin A. Hall	7,456 25
Geo. H. Plant	7,175 75
A. R. Bass	*6,181 25
John P. Agnew, agent	6,612 50
Oakman & Eldridge	6,227 50
Jas. M. Shaw	8,316 25
Geo. W. Tucker	7,793 75
Eaton & Gage	7,179 75

Class No. 32, machinery and tools:

G. & C. Place	8,392 00
John H. Bailey	9,298 00
C. & J. Cooper	11,362 00
S. S. Rowland	*8,236 00

Offers for supplies for the navy yard at Boston, under advertisement dated May 25, 1865.

Class No. 1, bricks:

Richard Dunbar	$11,550 00
Charles C. Wentworth	6,342 50
Eaton & Gage	6,211 00
Oakman & Eldridge	*5,855 00

Class No. 2, stone:

Richard Dunbar	25,000 00
E. C. Sargent	2,750 00
Ezra Eames	*2,580 00
James M. Andrews	4,250 00
O. E. Sheldon, agent	3,500 00
Oakman & Eldridge	4,250 00

Class No. 5, oak and hardwood:

Trickey, Jewett & Cook	*580 50
L. W. Conner	1,037 00
N. W. Coffin	822 00
Henry H. Vincent	1,495 00

Class No. 6, white pine, &c.:

Trickey, Jewett & Cook	*4,860 00
L. W. Conner	7,285 00
Richard Dunbar	7,190 00
Henry H. Vincent	5,720 00
Oakman & Eldridge	5,687 00

Class No. 7, lime, hair, and plaster:

William E. Spalding	4,667 50
Charles C. Wentworth	*900 00
George Adams	1,672 50
Oakman & Eldridge	1,140 00

Class No. 8, cement:

William E. Spalding	720 00
Charles C. Wentworth	630 00
William A. Wheeler	*591 00
George Adams	$660 00
Eaton & Gage	750 00
Oakman & Eldridge	660 00

Class No. 9, gravel and sand:

Charles C. Wentworth	2,312 50
Ezra Eames	1,642 50
Eaton & Gage	1,650 00
Oakman & Eldridge	*1,275 00

Class No. 9½, moulding and fire-sand and fire-clay:

Charles C. Wentworth	1,790 00
S. S. Rowland	1,750 00
C. W. & J. Whitehead	*1,500 00
Eaton & Gage	3,000 00
Oakman & Eldridge	2,100 00

Class No. 11, iron, iron spikes and nails:

C. & J. Cooper	3,404 15
William E. Spalding	3,169 72
Lockwood & Collins	3,511 70
Charles C. Wentworth	*2,985 70
S. S. Rowland	3,537 30
William A. Wheeler	3,503 70
Hosea Clark	4,089 50
Charles W. Whitney	3,057 50

Class No. 12, steel:

C. & J. Cooper	5,950 00
William E. Spalding	6,095 18
Jas. R. Thompson & Co	6,060 50
S. A. Wheelwright	6,505 88
Lockwood & Collins	7,720 00
Charles C. Wentworth	5,753 50
S. S. Rowland	5,652 25
William A. Wheeler	*5,512 76
Hosea Clark	8,009 00

* Accepted.

Wyeth & Brother	$5,753 87
George Adams	6,496 25
Eaton & Gage	9,420 25

Class No. 13, pig iron:

William E. Spalding	8,425 00
Charles C. Wentworth	8,400 00
S. S. Rowland	*7,000 00
William A. Wheeler	8,400 00
N. W. Coffin	8,827 50
Hosea Clark	9,250 00
James M. Shaw	9,800 00
George Adams	10,000 00
Eaton & Gage	13,000 00
B. G. Clarke	7,925 00
William E. Coffin & Co	8,230 50
Oakman & Eldridge	10,000 00
Horace L. Brooke	9,500 00

Class No. 14, files:

C. & J. Cooper	7,328 52
William E. Spalding	8,272 92
Samuel A. Wheelwright	8,623 00
Richard Dunbar	11,034 55
Lockwood & Collins	9,299 50
Charles C. Wentworth	7,472 13
S. S. Rowland	7,610 13
William A. Wheeler	8,065 30
J. M. Wardwell	8,611 88
Foster & Tower	7,947 19
Hosea Clark	8,785 56
George Adams	9,994 01
S. G. Howe & Co	*6,918 61
Eaton & Gage	14,505 93

Class No. 15, paints, oils, and glass:

William E. Spalding	*5,809 73
Lockwood & Collins	7,904 95
S. S. Rowland	6,350 23
William A. Wheeler	6,317 95
Charles P. Riggs	6,925 77
George Adams	6,800 79
Howe & French	6,800 68

Class No. 16, ship-chandlery:

William E. Spalding	*10,678 87
Lockwood & Collins	11,540 97
William A. Wheeler	12,791 30

Class No. 17, hardware:

C. & J. Cooper	7,743 26
William E. Spalding	7,202 68
Lockwood & Collins	9,998 17
Charles C. Wentworth	*7,196 54
William A. Wheeler	7,384 09
Foster & Tower	7,632 69

Class No. 18, stationery:

A. E. Cutter	*4,737 12
William A. Wheeler	5,682 91
John M. Whittemore & Co.	5,319 03

Class No. 19, firewood:

Trickey, Jewett & Cook	*$300 00
Charles C. Wentworth	375 00
William A. Wheeler	575 00

Class No. 20, hay and straw:

Trickey, Jewett & Cook	8,840 00
Mullett & Bradbury	*6,908 00
Richard Dunbar	14,940 00
James M. Shaw	10,457 00

Class No. 21, provender:

Mullett & Bradbury	*2,707 50
Richard Dunbar	6,752 50

Class No. 22, charcoal:

William A. Wheeler	1,827 00
Oakman & Eldridge	*974 40

Class No. 23, belting, packing, and hose:

C. & J. Cooper	*2,253 72
Wm. E. Spalding	3,764 66
Hunt, Lyon & Co.	3,541 30
Charles C. Wentworth	3,457 09
S. S. Rowland	4,746 53
Wm. A. Wheeler	2,424 47
Wm. Porter & Son	5,721 25
Hosea Clark	3,474 96
G. & C. Place	2,350 75
Henry W. Burr	3,148 07

Class No. 24, sperm and lubricating oils:

Southard, Herbert & Co.	5,499 00
Wm. E. Spalding	5,033 00
Frank Miller	5,621 00
Mullett & Bradbury	5,206 00
Sylvanus Thomas	5,471 00
Lockwood & Collins	6,590 00
S. S. Rowland	*4,950 00
Wm. A. Wheeler	6,062 00
Charles P. Riggs	6,540 00
George Adams	5,471 00

Class No. 26, augers:

C. & J. Cooper,	2,841 55
Wm. E. Spalding	2,720 70
Lockwood & Collins	3,234 50
Chas. C. Wentworth	*2,503 33
Wm. A. Wheeler	2,837 61
J. M. Wardwell	2,998 85
Chas. P. Riggs	2,559 17
G. & C. Place	3,127 37

Class No. 27, anthracite coal:

A. R. Bass	47,670 00
Wm. Hunter, jr.	50,000 00
Tyler & Co.	49,993 00
Franklin A. Hall	48,650 00
Wm. Macomber	60,985 00
Eaton & Gage	50,148 00

* Accepted.

Henry W. Scott	$48,912 50
Oakman & Eldridge	*43,000 00

Class No. 29, bituminous Cumberland coal:

John P. Agnew, agent	21,340 00
Geo. H. Plant	22,500 00
A. R. Bass	16,950 00
Franklin A. Hall	21,500 00
Jas. M. Shaw	23,950 00
Eaton & Gage	19,700 00
Oakman & Eldridge	*16,500 00

Class No. 30, semi-bituminous Broad Top coal and Pictou:

A. R. Bass	$9,540 00
Franklin A. Hall	9,900 00
Jas. M. Shaw	13,044 00
Eaton & Gage	12,420 00
Oakman & Eldridge	*9,000 00

Class No. 32, machinery and tools:

Chas. C. Wentworth	2,990 04
S. S. Rowland	11,400 00
G. & C. Place	*2,760 00

Offers for supplies for the navy yard at Brooklyn, New York, under advertisement dated May 25, 1865.

Class No. 1, bricks:

William Bowne	*$16,094 00
Chas. Vandervoort	22,327 00
Wilson D. Reed	16,284 50
Lawson & DeCasse	19,235 75
Eaton & Gage	19,792 65
David Babcock	19,326 00

Class No. 2, stone:

J. R. Bodwell	*18,118 14
O. E. Sheldon, agent	27,508 50
Pierce & Rowe	22,728 93
Chas. Vandervoort	99,060 00
Jno. Stimpson, treasurer	21,278 45
Jas. M. Andrews	31,071 96
David Babcock	30,290 75

Class No. 2½, stone:

Chas. Vandervoort	65,525 00
David Babcock	*20,015 00

Class No. 3, yellow pine timber:

L. W. Conner	7,500 00
Wesley Smith	*5,000 00
Henry H. Vincent	6,800 00
Chas. Vandervoort	16,480 00
Watson & Pittinger	5,500 00
James Bigler	6,000 00

Class No. 4, yellow pine lumber:

L. W. Conner	28,500 00
Wesley Smith	14,250 00
Henry H. Vincent	14,250 00
Chas. Vandervoort	22,800 00
Watson & Pittinger	*9,975 00
James Bigler	15,375 00

Class No. 5, oak and hard wood:

Henry H. Vincent	894 25
Chas. Vandervoort	1,311 75
Watson & Pittinger	*426 70

Class No. 6, white pine, &c.:

L. W. Conner	102,927 17
Joseph W. Duryee	50,365 29
Henry H. Vincent	$57,746 10
Chas. Vandervoort	77,746 10
Watson & Pittinger	48,874 56
James Bigler	50,239 79
Cross & Austin	*48,646 24

Class No. 7, lime, hair, and plaster:

Wm. A. Wheeler	4,010 50
Wm. E. Spalding	4,251 50
William Bowne	*3,490 00
Jas. M. Shaw	4,829 25
Henry H. Vincent	4,674 75
Chas. Vandervoort	8,609 75
Eaton & Gage	3,717 75
David Babcock	3,992 50

Class No. 8, cement:

Wm. A. Wheeler	5,107 00
Wm. E. Spalding	5,986 00
Wm. Bowne	5,075 00
Henry H. Vincent	6,940 00
Chas. Vandervoort	6,920 00
Eaton & Gage	†4,160 00
Elias Tompkins, president	5,135 00
M. W. Woodward, secretary	4,950 00
Wm. N. Beach, president	5,087 00
David Babcock	*4,668 00

Class No. 9, gravel and sand:

Chas. Vandervoort	153,508 00
Edward Fox	49,704 00
Jacob S. Wortman	49,702 00
David Babcock	*49,382 40

Class No 9½, moulding and fire sand and fire clay:

Herbert & Hardenbergh	11,169 00
Chas. Vandervoort	14,383 00
Henry DeCasse	9,350 00
C. W. & J. Whitehead	6,328 00
Jacob S. Wortman	9,183 00
David Babcock	*6,224 00

Class No. 10, slate:

Jno. J. Bingham	5,102 50
Wm. Bowne	5,580 00

*Accepted. †Informal.

Henry H. Vincent	$8,370 00
Chas. Vandervoort	4,700 00
Isaac Parker, jr.	6,161 25
Edward Fox	5,580 00
Wm. H. Thomas	5,812 50
Wm. Chapman, president	†3,720 00
John Galt	*4,417 50
B. R. Holmes, president	6,073 00
Thomas Arnold	6,510 00

Class No. 11, iron, iron spikes and nails:

Wm. A. Wheeler	*53,944 70
Wm. E. Spalding	54,710 75
John R. Elvans & Co.	111,729 85
S. S. Rowland	62,333 70
C. & J. Cooper	60,076 13
Geo. H. Creed	54,880 40
Hosea Clark	62,984 65
Wm. Bowne	70,177 35
Wm. F. Potts	68,038 25
Lockwood & Collins	68,813 50
Charles W. Whitney	62,043 42
Eaton & Gage	144,390 91
Jacob S. Wortman	109,274 75

Class No. 12, steel:

Wm. A. Wheeler	*11,582 30
Wm. E. Spalding	12,704 00
John R. Elvans & Co.	14,041 80
S. S. Rowland	12,192 20
C. & J. Cooper	12,788 00
Charles C. Wentworth	13,346 80
S. A. Wheelwright	14,253 50
George H. Creed	12,188 10
John J. Bingham	15,095 20
Hosea Clark	17,888 40
William Bowne	14,000 60
Jas. R. Thompson & Co.	13,366 80
William F. Potts	12,547 55
Lockwood & Collins	16,952 60
George Adams	14,262 60
Eaton & Gage	19,683 80
Wyeth & Brother	12,277 15
Jacob S. Wortman	17,057 40

Class No. 13, pig-iron:

William A. Wheeler	5,400 00
William E. Spalding	5,130 00
John R. Elvans & Co.	5,751 00
S. S. Rowland	5,400 00
Charles C. Wentworth	5,535 00
George H. Creed	5,265 00
Hosea Clark	6,480 00
William Bowne	5,535 00
James M. Shaw	6,682 50
B. G. Clarke	*4,860 00
Eaton & Gage	8,370 00
Jacob S. Wortman	6,750 00
Horace L. Brooke	5,940 00

Class No. 14, files:

William A. Wheeler	18,916 90
William E. Spalding	21,266 41
John R. Elvans & Co.	$21,888 83
S. S. Rowland	19,543 29
C. & J. Cooper	17,437 86
Charles C. Wentworth	17,324 28
Samuel A. Wheelwright	20,026 66
George H. Creed	*15,550 35
John J. Bingham	22,905 55
Hosea Clark	21,848 84
William Bowne	19,925 05
Lockwood & Collins	20,251 50
J. M. Wardwell	20,893 04
Eaton & Gage	28,474 15
Foster & Tower	18,454 35
S. G. Howe & Co.	16,129 26

Class No. 15, paints, oils, and glass:

William A. Wheeler	8,753 50
William E. Spalding	*7,751 05
Charles P. Riggs	10,090 79
S. S. Rowland	9,851 94
George H. Creed	9,236 55
William Bowne	9,834 20
Lockwood & Collins	9,786 45
Frothingham & Fisher	8,289 20
James W. Robbins	9,878 40
William H. Shields	11,197 74
William Miller	8,923 66
John Leary & Co.	9,116 86

Class No. 16, ship-chandlery:

William A. Wheeler	20,629 72
William E. Spalding	18,866 65
Charles P. Riggs	22,824 80
George H. Creed	18,032 00
John J. Bingham	*17,551 30
Lockwood & Collins	21,212 81

Class No. 17, hardware:

William A. Wheeler	39,094 36
William E. Spalding	29,759 01
Charles P. Riggs	38,430 50
John R. Elvans & Co.	40,856 68
S. S. Rowland	32,835 36
C. & J. Cooper	45,916 31
Bliven, Mead & Co.	39,225 21
George H. Creed	*29,058 70
John J. Bingham	44,258 18
Lockwood & Collins	39,360 06
Foster & Tower	38,065 02
William Porter & Sons	57,920 41

Class No. 18, stationery:

William A. Wheeler	11,151 26
Jno. M. Whittemore & Co.	15,284 17
William H. Arthur	*10,133 60

Class No. 20, hay and straw:

William Bowne	3,180 00
Henry Briody	*2,220 96
F. C. Kirby	4,392 64
Joseph Levy	4,648 00

* Accepted.

† Informal.

Class No. 21, provender:

Henry Briody	$7,048 00
F. C. Kirby	7,850 00
William M. Shipman	*6,439 00

Class No. 22, charcoal:

William A. Wheeler	4,985 00
John J. Bingham	4,301 00
G. & C. Place	4,562 00
Edward Fox	3,545 00
A. R. Bass	5,210 50
Jacob S. Wortman	*3,465 00

Class No. 23, belting, packing, and hose:

William A. Wheeler	14,326 05
William E. Spalding	12,123 53
John R. Elvans & Co.	15,998 50
S. S. Rowland	11,369 45
C. & J. Cooper	14,791 20
Charles C. Wentworth	13,249 55
George H. Creed	12,109 00
John J. Bingham	13,262 06
Hosea Clark	‡10,824 40
William Bowne	14,205 60
G. & C. Place	12,626 81
James R. Pugh	12,125 60
S. S. Vanderhoef	14,262 00
Henry W. Burr	*10,952 40
Hunt, Lyon & Co.	12,340 97
William Porter & Sons	14,166 40

Class No. 24, sperm and lubricating oils:

William A. Wheeler	7,346 02
William E. Spalding	6,795 84
S. S. Rowland	*6,045 20
George H. Creed	6,699 00
John J. Bingham	7,553 60
James M. Shaw	7,662 00
Sylvanus Thomas	7,060 46
Frank Miller	6,910 32
William Miller	7,794 80
Southard, Herbert & Co.	7,280 68

Class No. 25, iron-work, piping, &c.:

William A. Wheeler	5,072 60
William E. Spalding	6,899 40
S. S. Rowland	8,599 10
C. & J. Cooper	*3,651 40
Charles C. Wentworth	3,933 07
George H. Creed	4,159 20
Hosea Clark	6,021 34
William Bowne	3,951 30
Felix Campbell	4,881 00
Geo. M. Woodward, pres't.	4,485 92

Class No. 26, augers:

William A. Wheeler	$4,329 28
William E. Spalding	4,066 05
Charles P. Riggs	4,114 44
John R. Elvans & Co.	5,004 72
C. & J. Cooper	4,517 83
Charles C. Wentworth	3,957 36
George H. Creed	*3,601 27
John J. Bingham	4,298 46
William Bowne	4,392 75
G. & C. Place	4,651 60
J. M. Wardwell	4,496 08⅓
Foster & Tower	4,235 02

Class No. 27, anthracite coal:

William Bowne	34,320 00
William Macomber	53,800 00
Tyler & Co.	37,802 00
Eaton & Gage	41,424 00
Symons & Carhart	36,783 00
William Hunter, jr.	38,400 00
A. R. Bass	*32,930 00

Class No. 30, semi-bituminous Broad Top coal:

William Bowne	8,300 00
James M. Shaw	11,900 00
Eaton & Gage	8,930 00
Symons & Carhart	9,350 00
A. R. Bass	*8,250 00
Joseph H. Downing	10,250 00

Class No. 31, copper and composition nails:

William A. Wheeler	3,246 80
William E. Spalding	*3,107 00
S. S. Rowland	3,374 00
Charles C. Wentworth	3,299 10
George H. Creed	3,247 10
Hosea Clark	3,667 00
William Bowne	3,336 50
George Adams	3,700 90
Eaton & Gage	4,358 30
Foster & Tower	3,367 50
William Porter & Sons	3,216 50

Class No. 32, machinery and tools:

S. S. Rowland	11,295 00
C. & J. Cooper	14,840 00
G. & C. Place	*8,485 00
William Porter & Sons	11,105 00
Jacob S. Wortman	12,180 00

Class A, fire truck, &c.:

S. S. Rowland	6,300 00
Patrick Hughes	3,465 00
William Porter & Sons	6,268 75
Jacob S. Wortman	*3,220 00

* Accepted.

‡ Failed to execute.

Offers for supplies for the navy yard at Philadelphia, under advertisement dated May 25, 1865.

Class No. 1, bricks:

Paul J. Field	*$830 00
Richard Dunbar	1,120 00

Class No. 2, stone:

Paul J. Field	*62 50

Class No. 3, yellow pine timber:

Richard Dunbar	5,543 85
F. S. Bletz	*3,756 62
James Bigler	6,458 25
S. Patterson	5,098 27
L. W. Conner	4,343 28
Henry H. Vincent	‡3,219 96

Class No. 5, oak and hard wood:

Richard Dunbar	8,904 12
D. S. Grice	10,633 25
James Bigler	6,966 00
L. W. Conner	*6,270 60
Henry H. Vincent	‡6,149 88

Class No. 6, white pine, &c.:

Richard Dunbar	6,613 50
Lewis Thompson & Co	*6,535 40
D. S. Grice	8,024 65
F. S. Bletz	8,546 50
James Bigler	8,121 00
William S. McCallister	6,750 75
L. W. Conner	†1,289 00
Henry H. Vincent	8,415 00

Class No. 7, lime, hair and plaster:

Paul J. Field	*69 00
William E. Spalding	150 00
James W. Robbins	75 00

Class No. 9, gravel and sand:

Paul J. Field	*175 00
William A. Thomas	210 00

Class No. 11, iron, iron spikes and nails:

William A. Wheeler	3,352 00
Paul J. Field	3,329 50
C. & J. Cooper	3,070 50
S. S. Rowland	3,855 00
Wm. E. Spalding	3,220 75
Hosea Clark	4,096 00
E. Wheeler & Son	4,165 00
Chas. M. Ghriskey	4,171 00
John R. Elvans & Co	3,548 50
Lockwood & Collins	3,810 00
Edwin G. Stones	4,044 50
Chas. W. Whitney	*2,869 50
Wm. F. Potts	3,578 25

Class No. 12, steel:

Wm. A Wheeler	*$1,868 50
C. & J. Cooper	2,110 00
S. S. Rowland	3,230 00
Wm. E. Spalding	2,300 00
Hosea Clark	2,848 50
E. Wheeler & Son	2,625 00
Chas. M, Ghriskey	2,577 50
John R. Elvans & Co	2,387 00
Lockwood & Collins	2,845 00
S. A. Wheelwright	2,355 00
Edwin G. Stones	2,726 50
Eaton & Gage	3,366 00
George Adams	2,457 50
Wyeth & Brother	2,032 25
Wm. F. Potts	2,077 25

Class No. 14, files:

Wm. A. Wheeler	4,667 48
C. & J. Cooper	4,319 09
S. S. Rowland	7,132 81
Wm. E. Spalding	5,384 56
Hosea Clark	5,261 80
E. Wheeler & Son	5,599 22
S. G. Howe & Co	*3,648 69
Chas. M. Ghriskey	5,692 30
Chas. C. Wentworth	4,458 45
John R. Elvans & Co	5,406 56
Lockwood & Collins	5,628 80
Richard Dunbar	7,007 41
S. A. Wheelwright	5,034 30
Edwin G. Stones	5,347 94
Eaton & Gage	8,671 28
Foster & Tower	4,637 94
J. M. Wardwell	5,010 00

Class No. 15, paints, oils, and glass

Wm. A. Wheeler	8,935 10
S. S. Rowland	10,677 00
Wm. E. Spalding	*8,553 00
Lockwood & Collins	10,385 00
Chas. P. Riggs	12,235 10
Elliott, White & Co	12,190 00
John Leary & Co	9,586 50
Wm. H. Shields	16,183 50
James W. Robbins	8,986 79

Class No. 16, ship-chandlery:

Wm. A. Wheeler	11,169 65
Wm. E. Spalding	*10,338 40
E. Wheeler & Son	12,483 80
Chas. M. Ghriskey	11,123 35
Lockwood & Collins	11,879 70
Boehm, Rice & Co	11,899 10
Smith & Richardson	10,742 59
Chas. P. Riggs	15,613 08

Class No. 17, hardware:

Wm. A. Wheeler	*3,482 40

* Accepted. † Informal. ‡ Failed to execute.

C. & J. Cooper	$3,651 00
S. S. Rowland	5,915 33
Wm. E. Spalding	4,149 46
E. Wheeler & Son	4,378 20
Chas. M. Ghriskey	4,078 29
John R. Elvans & Co	5,034 45
Lockwood & Collins	5,025 60
Smith & Richardson	4,324 35

Class No. 18, stationery:

Wm. A. Wheeler	3,263 60
Wm. F. Murphy & Sons	*2,744 04
Ferdinand Foster	3,263 11

Class No. 19, firewood:

Wm. A. Wheeler	935 00
Paul J. Field	*714 00

Class No. 20, hay and straw:

Paul J. Field	1,243 20
Richard Dunbar	1,772 00
Henry W. Scott	1,165 50
Wm. S. McCallister	952 75
C. W. Zimmerman	991 00
John Elliott	*777 00

Class No. 21, provender:

Paul J. Field	2,679 60
Richard Dunbar	3,757 95
Henry W. Scott	2,713 10
Wm. S. McCallister	2,395 00
C. W. Zimmerman	2,469 35
John Elliott	*2,134 72

Class No. 22, charcoal:

Wm. A. Wheeler	1,120 00
Paul J. Field	*624 00
Chas. M. Ghriskey	1,440 00

Class No. 23, belting, packing, and hose:

Wm. A. Wheeler	711 80
C. & J. Cooper	636 25
S. S. Rowland	827 20
Wm. E. Spalding	644 80
Hosea Clark	737 35
Chas. C. Wentworth	645 75
John R. Elvans & Co	938 00
Lockwood & Collins	741 50
Wm. Porter & Sons	833 25
G. & C. Place	677 55
Henry W. Burr	*583 62
Hunt, Lyon & Co	585 90

Class No. 24, sperm and lubricating oils:

Wm. A. Wheeler	$4,022 30
S. S. Rowland	4,933 00
Wm. E. Spalding	*3,590 27
Hosea Clark	4,644 80
Lockwood & Collins	4,765 00
James M. Shaw	4,307 00
Frank Miller	3,943 95
Sylvanus Thomas	3,877 70
Southard, Herbert & Co	3,898 40

Class No. 26, augers:

Wm. A. Wheeler	14,318 50
Paul J. Field	13,087 31
C. & J. Cooper	14,364 20
Wm. E. Spalding	11,973 85
Chas. M. Ghriskey	14,192 94
Chas. C. Wentworth	12,586 05
John R. Elvans & Co	13,944 25
Lockwood & Collins	14,283 75
Edwin G. Stones	13,734 51
Geo. H. Creed	*11,884 25
Chas. P. Riggs	‡11,593 81
G. & C. Place	15,494 98
J. M. Wardwell	14,285 75

Class No. 27, anthracite coal:

Joseph H. Downing	11,360 00
James M. Shaw	16,330 00
Eaton & Gage	11,885 40
Wright & Eyre	11,360 00
Tyler & Co	9,798 00
Henry W. Scott	10,650 00
Wm. Hunter, jr	*9,585 00

Class No. 30, semi-bituminous Broad Top coal:

Joseph H. Downing	6,300 00
James M. Shaw	8,330 00
Eaton & Gage	*5,859 00

Class No. 32, machinery and tools:

C. & J. Cooper	10,583 85
S. S. Rowland	15,141 84
Howard & Wilfong	13,866 60
Merrick & Sons	*7,531 12

Class A, storehouse:

Morton & Sharp	*30,300 00
James M. Cooper	35,250 00

Class B, plumber shop:

Morton & Sharp	*8,300 00
James M. Cooper	10,225 50

* Accepted.

‡ Failed to execute.

Offers for supplies for the naval asylum, Philadelphia, under advertisement dated May 25, 1865.

Class No. 2, hats, boots, shoes, &c.:

F. C. Hamil	$1,512 50
Wm. Muldoon	*1,307 50

Class No. 3, provisions:

G. & A. Schiedt	7,958 75
Thos. Strickland	*7,254 75
A. R. Paul	8,839 00

Class No. 4, groceries:

Colton & Clarke	7,846 50
Wm. L. Maddock	*7,737 75
Wm. Patton	7,814 50
Thos. Strickland	7,884 75
Mitchell & Fletcher	8,223 10

Class No. 6, bread, &c.:

George Young	$1,785 62
Wm. Foley	1,777 75
John G. Moxey	1,745 00
Joseph Peters	*1,491 25

Class No. 7, tobacco:

Wm. L. Maddock	1,290 00
Paul J. Field	*1,185 00

Class No. 13, provender:

Thos. Strickland	*253 00
Paul J. Field	305 00
Henry W. Scott	265 00

Class No. 16, stationery:

Wm. F. Murphy & Sons	*445 09
Ferdinand Foster	560 47

Offers for supplies for the navy yard at Washington, under advertisement dated May 25, 1865.

Class No. 1, bricks:

Richard Dunbar	$19,800 00
Eaton & Gage	7,875 00
Nicholas Acker	*7,790 00
Thomas Lewis	9,600 00
Howell & Oswill	9,690 00
Pusey & Chambers	†1,395 00
Geo. H. Plant	10,030 00

Class No. 2, stone:

Eaton & Gage	4,450 00
Nicholas Acker	3,300 00
Thomas Lewis	4,850 00
Wm. G. Ridgely	*2,485 00
Geo. H. Plant	4,250 00

Class No. 4, yellow pine lumber:

Richard Dunbar	7,125 00
F. S. Bletz	4,631 25
Henry H. Vincent	‡3,750 00
L. W. Conner	4,737 50
John O. Evans	*3,870 00

Class No. 5, oak and hard wood:

Richard Dunbar	6,477 80
F. S. Bletz	4,622 30
Henry H. Vincent	4,505 20
L. W. Conner	5,208 08
John O. Evans	*4,457 30

Class No. 6, white pine, &c.:

Richard Dunbar	19,018 80
F. S. Bletz	16,353 50
Henry H. Vincent	16,432 96
L. W. Conner	$19,976 17
John O. Evans	*16,034 05
Daniel S. Grice	21,647 00
James Bigler	18,544 00
T. Edward Clark	19,705 05½

Class No. 7, lime, hair, and plaster:

Wm. A. Wheeler	1,056 00
Wm. E. Spalding	975 00
Henry H. Vincent	1,408 50
Nicholas Acker	822 00
Thomas Lewis	1,041 00
Godey & Rheem	*729 72
Geo. H. Plant	955 50

Class No. 8, cement:

Eaton & Gage	3,812 50
Wm. E. Spalding	*2,990 00
Henry H. Vincent	3,700 00
Nicholas Acker	3,228 75
Alex'r R. Shepherd	3,140 00
George Waters	3,557 00
Geo. H. Plant	4,527 50

Class No. 9, gravel and sand:

Nicholas Acker	*686 00
Thomas Lewis	763 50
Geo. H. Plant	787 50

Class No. 9½, moulding and fire sand and fire clay:

Nicholas Acker	*1,489 53
Thomas Lewis	2,018 50
Geo. H. Plant	1,589 30

*Accepted. † Informal. ‡ Failed to execute.

Class No. 10, slate:

E. Wheeler & Son	$3,750 00
F. S. Bletz	3,225 00
Henry H. Vincent	5,000 00
Wm. H. Thomas	3,125 00
Nicholas Acker	*2,487 50
Thomas Lewis	2,750 00
Isaac Parker, jr	3,250 00
John Galt	2,625 00
John O. Evans	3,250 00
Thomas Arnold	3,500 00
Baker & Brown	3,000 00
Wm. Chapman, president	†2,250 00
Geo. H. Plant	3,750 00

Class No. 11, iron, iron nails, and spikes:

Wm. A. Wheeler	8,310 00
H. L. Brooke	8,719 00
E. Wheeler & Son	10,478 00
Sam'l F Savage	*6,745 25
David Mitchell	13,591 00
C. & J. Cooper	7,512 37
Wm. E. Spalding	8,274 62
Lockwood & Collins	9,591 00
John R. Elvans & Co	7,199 00
Hosea Clark	8,588 00
Alex'r R. Shepherd	7,119 37
Chas. W. Whitney	7,934 50
Wm. F. Potts	7,179 25
Wyeth & Brother	6,773 50

Class No. 12, steel:

Wm. A. Wheeler	2,911 00
Richard Dunbar	4,663 00
Eaton & Gage	4,728 00
E. Wheeler & Son	3,850 00
Sam'l F. Savage	3,048 00
S. S. Rowland	4,312 00
C. & J. Cooper	3,080 00
Wm. E. Spalding	3,696 00
Lockwood & Collins	3,616 00
Chas. M. Ghriskey	4,587 00
Jas. R. Thompson & Co	3,089 50
John R. Elvans & Co	3,710 00
Hosea Clark	4,282 00
Alex'r R. Shepherd	*2,772 00
George Adams	4,000 00
Wm. F. Potts	3,080 00
Wyeth & Brother	2,994 25
S. A. Wheelwright	3,465 00

Class No. 13, pig-iron:

Wm. A. Wheeler	6,750 00
Richard Dunbar	7,800 00
Eaton & Gage	9,750 00
H. L. Brooke	6,300 00
E. Wheeler & Son	6,750 00
Sam'l F. Savage	5,925 00
S. S. Rowland	8,250 00
David Mitchell	9,000 00
Wm. E. Spalding	6,150 00
Lockwood & Collins	7,050 00
Chas. M. Ghriskey	7,425 00
John R. Elvans & Co	6,390 00
Hosea Clark	6,750 00
Alex'r R. Shepherd	*$5,250 00
James M. Shaw	7,125 00
B. G. Clarke	5,775 00

Class No. 14, files:

Wm. A. Wheeler	6,613 66
Richard Dunbar	9,232 67
Edwin G. Stones	9,657 88
Eaton & Gage	11,221 20
E. Wheeler & Son	8,680 00
Sam'l F. Savage	7,414 78
S. S. Rowland	10,290 46
C. & J. Cooper	6,077 39
Wm. E. Spalding	7,636 05
Lockwood & Collins	7,780 00
Chas. M. Ghriskey	10,012 95
John R. Elvans & Co	7,560 92
Hosea Clark	7,527 08
Alex'r R. Shepherd	7,268 22½
S. G. Howe & Co	*5,552 88
S. A. Wheelwright	7,099 57
Foster & Tower	6,818 17
J. M. Wardwell	7,103 52

Class No. 15, paints, oils, and glass:

Wm. A. Wheeler	5,302 20
S. S. Rowland	6,916 50
Wm. E Spalding	4,717 75
Lockwood & Collins	6,306 25
Wm. H. Shields	7,145 25
Chas. P. Riggs	5,904 50
John Leary & Co	5,466 30
Z. D. Gilman	5,215 60
Alex'r R. Shepherd	5,005 55
James W. Robbins	5,631 75
Frothingham & Fisher	*4,658 50

Class No. 16, ship-chandlery:

Wm. A. Wheeler	14,372 48
E. Wheeler & Son	17,424 87
Sam'l F. Savage	12,967 88
Wm. E. Spalding	14,400 44
Lockwood & Collins	19,170 44
Chas. P. Riggs	13,761 22
Alex'r R. Shepherd	*12,775 21
Boehm, Rice & Co	15,192 63

Class No. 17, hardware:

William A. Wheeler	5,500 02
Richard Dunbar	7,188 54
E. Wheeler & Son	6,190 93
Samuel F. Savage	*4,143 44
C & J. Cooper	5,847 55
William E. Spalding	5,164 16
Lockwood & Collins	5,562 14
John R. Elvans & Co	5,558 82
Chas. P. Riggs	5,318 01
Smith & Richardson	5,909 69
Foster & Tower	5,644 92

Class No. 18, stationery:

Wm. A. Wheeler	3,633 05
Knight & Johnson	*2,811 15

*Accepted.

†Informal.

Class No. 19, firewood:

William A. Wheeler	$7,072 50
H. Clay Stewart	*3,659 25
Nicholas Acker	6,765 00
Thomas Lewis	5,535 00
Shoemaker & Satterthwait	4,243 50
L. W. Conner	4,766 25
Knight & Johnson	5,227 50
John O. Evans	4,551 00
T. Edward Clark	4,243 50
George H. Plant	5,227 50

Class No. 20, hay and straw:

Richard Dunbar	1,942 00
A. V. Gray	1,438 00
Thomas Lewis	1,806 50
L. W. Conner	1,715 00
Frank Miller	1,593 00
P. W. Dorsey	1,511 25
T. Edward Clark	*1,296 00

Class No. 21, provender:

Richard Dunbar	2,179 50
A. V. Gray	*1,599 50
Thomas Lewis	2,006 50
Frank Miller	1,619 00
P. W. Dorsey	1,754 25

Class No. 22, charcoal:

William A. Wheeler	5,850 00
William E. Spalding	1,820 00
A. V. Gray	2,210 00
Nicholas Acker	2,275 00
Alexander R. Shepherd	*1,690 00
L. W. Conner	2,015 00
King & Burchell	2,470 00
P. W. Dorsey	2,063 75
Rufus Calef	1,950 00

Class No. 23, belting, packing, and hose:

William A. Wheeler	600 00
E. Wheeler & Son	800 00
Samuel F. Savage	350 00
S. S. Rowland	600 00
C. & J. Cooper	420 00
William E. Spalding	560 00
Lockwood & Collins	560 00
William Porter & Sons	596 00
John R. Elvans & Co	425 00
Hosea Clark	600 00
G. & C. Place	550 00
Alexander R. Shepherd	*240 00
Hunt, Lyon & Co	352 00
Henry W. Burr	450 00

Class No. 24, sperm and lubricating oils:

William A. Wheeler	5,881 38
E. Wheeler & Son	7,291 30
S. S. Rowland	5,664 80
William E. Spalding	$4,965 86
Lockwood & Collins	6,043 60
Charles P. Riggs	6,364 60
King & Burchell	*4,954 30
Sylvanus Thomas	5,578 50
Frank Miller	5,277 88
Southard, Herbert & Co	5,661 68
James M. Shaw	6,171 30

Class No. 25, iron-work, piping, &c.:

William A. Wheeler	408 00
Richard Dunbar	950 00
E. Wheeler & Son	1,410 00
S. S. Rowland	1,460 00
William E. Spalding	*355 00
John R. Elvans	1,000 00
Hosea Clark	1,150 00
Alexander R. Shepherd	504 00
G. M. Woodward, pres't	1,506 00

Class No. 26, augers:

William A. Wheeler	158 10
Edwin G. Stones	212 37
E. Wheeler & Son	301 50
Samuel F. Savage	*151 25
C. & J. Cooper	160 50
William E. Spalding	153 75
Lockwood & Collins	209 00
Charles M. Ghriskey	201 00
John R. Elvans & Co	191 00
Charles P. Riggs	157 50
G. & C. Place	180 68
J. M. Wardwell	169 00

Class No. 27, anthracite coal:

Eaton & Gage	27,161 10
Henry W. Scott	28,222 50
Tyler & Co	*25,939 00
Joseph H. Downing	27,102 50
Thomas Lewis	38,090 00
A. R. Bass	30,219 50
James M. Shaw	35,013 50
William Hunter, jr	27,720 00
T. Edward Clark	32,000 00

Class No. 29, bituminous Cumberland coal:

Eaton & Gage	64,242 00
William Macomber	85,656 00
A. R. Bass	59,598 00
John P. Agnew, agent	61,662 00
George H. Plant	*55,556 00

Class No. 32, machinery and tools:

S. S. Rowland	†10,900 00
Bement & Dougherty	16,075 00
G. & C. Place	*13,300 00

*Accepted.

†Informal.

Offers for supplies for the navy yard at Norfolk, under advertisement dated May 25, 1865.

Class No. 1, bricks:

S. Patterson	$16,324 45
Richard Dunbar	35,026 52
George H. Plant	16,483 07
Eaton & Gage	*13,128 36
John Thomas Lester	14,943 84

Class No. 2, stone:

Richard Dunbar	11,255 70
J. R. Bodwell	*6,233 73
Geo. H. Plant	9,941 50
Wm. G. Ridgely	7,515 61
O. E. Sheldon, agent	8,807 00

Class No. 3, yellow pine timber:

S. Patterson	*2,320 00
Richard Dunbar	8,000 00
R. J. & W. Neely	3,920 00
T. J. Hobday	3,560 00
Wm. C. Huffington	3,720 00
Chamberlin & Co	4,080 00
Henry H. Vincent	5,600 00
Eaton & Gage	4,800 00
L. W. Conner	5,600 00

Class No. 4, yellow pine lumber:

S. Patterson	*58 00
Richard Dunbar	200 00
R. J. & W. Neely	75 00
Henry H. Vincent	160 00
Eaton & Gage	120 00
L. W. Conner	140 00

Class No. 5, oak and hard wood:

S. Patterson	*2,145 50
Richard Dunbar	4,202 50
Watson & Pittinger	3,715 00
Henry H. Vincent	2,761 00
L. W. Conner	2,313 00
Daniel S. Grice	4,146 00

Class No. 6, white pine, &c.:

S. Patterson	*37,154 11
Richard Dunbar	56,998 03
Watson & Pittinger	44,047 24
Bayard & Newhall	48,699 95
Lewis Thompson & Co	50,861 88
R. J. & W. Neely	45,972 49
James Bigler	50,742 03
Hawley & Straw	41,613 62
F. S. Bletz	44,589 54
Henry H. Vincent	50,950 58
L. W. Conner	50,294 11
Daniel S. Grice	63,129 58
Thomas Smith	59,610 08

Class No. 7, lime, hair, and plaster:

E. P. Tabb & Co	$3,105 00
Wm. A. Wheeler	*1,500 00
Wm. E. Spalding	2,460 00
Wm. Porter & Sons	2,272 50
John S. Streets	2,437 00
Geo. H. Plant	2,120 00
Godey & Rheem	1,885 50
Henry W. Scott	1,807 50
Henry H. Vincent	2,455 00
John O. Evans	2,459 00
John Thomas Lester	2,444 00
George Adams	2,255 00
James M. Shaw	1,627 50

Class No. 8, cement:

E. P. Tabb & Co	520 00
Wm. A. Wheeler	458 00
Wm. E. Spalding	500 00
Wm. Porter & Sons	800 00
John S. Streets	576 00
George Waters	580 00
Geo. H. Plant	**458 00
Henry W. Scott	700 00
Henry H. Vincent	700 00
Eaton & Gage	520 00
John O. Evans	530 00
John Thomas Lester	598 00
James M. Shaw	530 00

Class No. 9½, moulding and fire sand and fire clay:

Chas. C. Wentworth	650 00
Wm. Porter & Sons	2,000 00
Geo. H. Plant	800 00
Eaton & Gage	800 00
C. W. & J. Whitehead	*450 00
John O. Evans	500 00

Class No. 10, slate:

Chas. C. Wentworth	26,859 60
Baker & Brown	20,655 00
F. S. Bletz	22,275 00
Henry H. Vincent	33,750 00
Eaton & Gage	32,400 00
Wm. Chapman, pres't	*15,795 00
Henry Williams	18,900 00
John O. Evans	24,300 00
John Galt	18,414 00
Wm. H. Thomas	18,427 50
Wm. Overfield, jr	18,338 40

Class No. 11, iron, iron nails, and spikes:

E. P. Tabb & Co	12,085 24
Chas. C. Wentworth	9,352 06
Wm. A. Wheeler	9,841 84
Wm. E. Spalding	10,653 14

* Accepted.

** Decided by lot.

C. & J. Cooper	$10,351 22
Dickinson & Elvans	9,597 27
Richard Dunbar	12,143 15
Horace L Brooke	12,606 76
Lockwood & Collins	12,277 75
Wm. F. Potts	*9,333 42
Chas. W. Whitney	9,656 70
Hosea Clark	18,417 00

Class No. 12, steel:

E. P. Tabb & Co	1,428 00
Chas. C. Wentworth	1,095 00
Wm. A. Wheeler	*974 00
Wm. E. Spalding	1,224 00
C. & J. Cooper	1,020 00
Dickinson & Elvans	1,020 00
Richard Dunbar	1,530 00
Wm. Porter & Sons	1,530 00
Chas. M. Ghriskey	1,683 00
S. A. Wheelwright	1,147 50
Lockwood & Collins	1,610 00
S. S. Rowland	1,785 00
Wm. F. Potts	1,045 50
Wyeth & Brother	1,007 25
James R. Thompson & Co.	1,020 00
M. T. Davidson & Co	1,275 00
Hosea Clark	1,530 00
Eaton & Gage	1,683 00
George Adams	1,275 00

Class No. 13, pig-iron:

E. P. Tabb & Co	6,910 00
Chas. C. Wentworth	5,725 00
Wm. A. Wheeler	5,940 00
Wm. E. Spalding	5,270 00
Dickinson & Elvans	5,695 00
Richard Dunbar	7,000 00
Wm. Porter & Sons	7,200 00
Chas. M. Ghriskey	7,525 00
Horace L. Brooke	6,150 00
S. S. Rowland	7,300 00
B. G. Clarke	*5,220 00
Hosea Clark	6,500 00
Eaton & Gage	8,450 00
James M. Shaw	7,450 00

Class No. 14, files:

E. P. Tabb & Co	6,548 00
Charles C. Wentworth	4,700 75
William A. Wheeler	4,802 19
William E. Spalding	5,573 52
C. & J. Cooper	4,942 35
Dickinson & Elvans	5,153 81
Richard Dunbar	4,846 74
William Porter & Sons	7,640 84
Charles M. Ghriskey	7,668 12
S. A. Wheelwright	5,296 34
S. G. Howe & Co	*3,344 09
Lockwood & Collins	6,415 75
S. S. Rowland	8,074 50
M. T. Davidson & Co	5,834 11
Hosea Clark	5,430 18
Edwin G. Stones	7,313 20
Eaton & Gage	7,701 56
J. M. Wardwell	$5,396 50
Foster & Tower	5,154 52

Class No. 15, paints, oils, and glass:

E. P. Tabb & Co	1,805 00
William A. Wheeler	*1,463 35
William E. Spalding	1,477 85
Charles P. Riggs	1,820 95
S. Patterson	1,828 26
Lockwood & Collins	2,052 00
S. S. Rowland	1,968 85
James W. Robbins	1,485 30
Henry W. Scott	1,653 85½
William H. Shields	2,294 70
John Leary & Co	1,587 10

Class No. 16, ship-chandlery:

E. P. Tabb & Co	4,309 20
William A. Wheeler	*3,897 00
William E. Spalding	†3,440 34
Charles P. Riggs	4,046 75
S. Patterson	4,515 25
Charles M. Ghriskey	5,191 88
Lockwood & Collins	4,709 15
Boehm, Rice & Co	4,206 99
Smith & Richardson	4,755 82

Class No. 17, hardware:

E. P. Tabb & Co	13,457 20
Charles C. Wentworth	10,704 73
William A. Wheeler	*10,460 53
William E. Spalding	10,625 49
C. & J. Cooper	11,642 83
Charles P. Riggs	‡9,898 32
Dickinson & Elvans	12,148 75
Richard Dunbar	12,647 50
Charles M. Ghriskey	14,951 24
Lockwood & Collins	12,111 10
Edwin G. Stones	14,784 93
Foster & Tower	12,380 42
Smith & Richardson	12,956 15

Class No. 18, stationery:

William A. Wheeler	1,927 42
Knight & Johnson	*1,468 49

Class No. 20, hay and straw:

S. Patterson	2,655 00
John S. Streets	*2,442 50
George H. Plant	2,838 00
Chamberlin & Co	2,778 00
Henry W. Scott	2,652 50
James M. Shaw	2,724 50

Class No. 21, provender:

S. Patterson	1,623 00
Richard Dunbar	2,885 00
Chamberlin & Co	*1,431 50
Henry W. Scott	1,457 50

* Accepted. † Informal. ‡ Failed to execute.

Class No. 22, charcoal.....

William A. Wheeler.....	$1,655 00
S. Patterson.....	924 00
King & Burchell	*915 50

Class No. 23, belting, packing, and hose:

E. P. Tabb & Co.....	6,935 50
Charles C. Wentworth....	5,526 00
William A. Wheeler.....	8,054 00
William E. Spalding.....	5,632 50
C. & J. Cooper.....	5,682 00
Dickinson & Elvans	6,250 00
William Porter & Sons...	8,776 50
Lockwood & Collins	6,680 00
S. S. Rowland.....	11,745 00
M. T. Davidson & Co....	5,756 50
Hosea Clark.....	5,342 50
G. & C. Place.....	5 809 00
James R. Pugh.....	5,189 50
Hunt, Lyon & Co	*5,010 50
John H. Haskell.....	5,142 00

Class No. 24, sperm and lubricating oils:

William A. Wheeler.	2,436 00
William E. Spalding	*1,977 50
S. Patterson.....	2,450 00
William Porter & Sons...	2,887 50
Lockwood & Collins	2,397 50
S. S. Rowland	4,725 00
Sylvanus Thomas.....	2,205 00
Southard, Herbert & Co..	2,198 00
King & Burchell.....	2,170 00
Henry W. Scott	2,362 50
Hosea Clark.....	2,572 50
Frank Miller	2,275 00
James M. Shaw.....	2,607 50

Class No. 26, augers:

E. P. Tabb & Co.....	723 47
Chas. C. Wentworth.....	519 66
Wm. A. Wheeler	633 50
Wm. E. Spalding.....	522 37
C. & J. Cooper.....	557 38
Chas. P. Riggs	521 47
Dickinson & Elvans.....	*304 72
Richard Dunbar.....	643 72
Chas. M. Ghriskey.....	726 60
Lockwood & Collins.....	639 50
G. & C. Place.....	663 84
Edwin G. Stones.....	724 70
J. M. Wardwell.....	608 37½

Class No. 27, anthracite coal:

A. R. Bass	2,685 00
Geo. H. Plant	3,180 00
Wm. Macomber.....	3,600 00
Oakman & Eldridge.....	$2,970 00
Henry W. Scott.....	2,700 00
Eaton & Gage.....	3,111 00
Tyler & Co.....	*2,469 00
Wm. Hunter, jr	2,850 00
John O. Evans.....	3,300 00
Joseph H. Downing.....	2,550 00

Class No. 29, bituminous Cumberland coal:

A. R. Bass	*8,450 00
John P. Agnew, ag't	9,170 00
Geo. H. Plant.....	9,000 00
Wm. G. Ridgely.....	9,440 00
Oakman & Eldridge.....	9,450 00
Eaton & Gage.....	10,370 00
John O. Evans.....	10,500 00

Class No. 30, semi-bituminous Broad Top coal, lump:

A. R. Bass.....	*1,387 50
Oakman & Eldridge.....	1,417 50
Eaton & Gage.....	1,650 00
John O. Evans	1,575 00
Joseph H. Downing	1,470 00

Class No. 31, copper and composition nails:

E. P. Tabb & Co	1,696 70
Chas. C. Wentworth.....	1,417 25
Wm. A. Wheeler	1,412 60
Wm. E. Spalding	1,419 50
C. & J. Cooper	1,535 00
Dickinson & Elvans.....	*1,289 50
S. Patterson.....	1,670 50
Richard Dunbar.....	1,788 40
Wm. Porter & Sons.....	1,852 90
Lockwood & Collins.....	1,633 60
Hosea Clark.....	1,786 00
Eaton & Gage.....	1,871 00
George Adams	1,713 60

Class No. 32, machinery and tools:

C. & J. Cooper.....	70,662 50
Wm. Porter & Sons.....	59,970 00
S. S. Rowland.....	63,275 00
M. T. Davidson & Co.....	75,655 00
Geo. C. Howard.....	81,566 25
G. & C. Place.....	*53,350 00
Bement & Dougherty.....	84,073 75
Jacob S. Wortman	83,845 00

Class A, sashes, glazed:

Wm. A. Wheeler.....	2,208 52
Richard Dunbar.....	1,601 45
Wm. Macomber.....	2,214 87
Jas. W. Robbins.....	*1,442 85

* Accepted.

Offers for supplies for the navy yard at Pensacola, Florida, under advertisement dated May 25, 1865.

Class No. 1, bricks:

Richard Dunbar	*$190 00

Class No. 5, oak and hard wood:

Richard Dunbar	*275 00

Class No. 6, white pine, &c.:

Richard Dunbar	*1,500 00
Henry H. Vincent	1,605 00

Class No. 7, lime, hair, and plaster:

Wm. A. Wheeler	412 50
Wm. E. Spalding	**370 00
Henry H. Vincent	370 00

Class No. 10, slate:

Richard Dunbar	2,080 00
Wm. Chapman, pres't	*929 50
Wm. H. Thomas	981 50
John Galt	1,072 50
Wm. Overfield, jr	1,184 30
Henry H. Vincent	1,625 00

Class No. 11, iron, iron nails, and spikes:

Wm. A. Wheeler	1,505 68
Lockwood & Collins	1,319 28
Eaton & Gage	1,512 00
Wm. E. Spalding	1,271 08
S. S. Rowland	2,070 12
C. & J. Cooper	*1,089 18
Hosea Clark	1,617 60
Richard Dunbar	1,649 12
Horace L. Brooke	1,569 70

Class No. 12, steel:

Wm. A. Wheeler	337 50
Lockwood & Collins	486 00
Eaton & Gage	513 00
Wm. E. Spalding	405 00
S. S. Rowland	540 00
C. & J. Cooper	297 00
Hosea Clark	472 50
Richard Dunbar	675 00
Jas. R. Thompson & Co	*270 00

Class No. 14, files:

Wm. A. Wheeler	2,121 00
Lockwood & Collins	2,909 25
Eaton and Gage	3,050 19
Wm. E. Spalding	2,478 85
S. S. Rowland	4,794 00
C. & J. Cooper	*2,070 89
Hosea Clark	2,384 75
Richard Dunbar	†286 50
Foster & Tower	2,633 80
J. M. Wardwell	2,169 02
S. G. Howe & Co	2,199 70

Class No. 15, paints, oils, and glass:

Wm. A. Wheeler	$771 00
Henry W. Scott	*456 72
Lockwood & Collins	799 50
Wm. E. Spalding	557 75
S. S. Rowland	741 90
Richard Dunbar	1,124 00
Chas. P. Riggs	631 25

Class No. 16, ship-chandlery:

Wm. A. Wheeler	3,475 70
Lockwood & Collins	1,849 10
Eaton & Gage	2,107 90
Wm. E. Spalding	*1,600 75
Richard Dunbar	3,674 40
Chas. P. Riggs	3,199 20

Class No. 17, hardware:

Wm. A. Wheeler	1,402 20
Lockwood & Collins	1,382 50
Eaton & Gage	2,555 90
Wm. E. Spalding	*1,056 30
S. S. Rowland	1,909 99
C. & J. Cooper	1,121 50
Richard Dunbar	2,168 80
Foster & Tower	1,374 34
Chas. P. Riggs	2,021 84

Class No. 18, stationery:

Wm. A. Wheeler	*1,534 95
Lockwood & Collins	1,652 00
Richard Dunbar	3,201 00

Class No. 20, hay and straw:

Henry W. Scott	*1,605 00

Class No. 21, provender:

Henry W. Scott	*1,970 00
Richard Dunbar	2,485 00

Class No. 22, charcoal:

Wm. A. Wheeler	*740 00

Class No. 23, belting, packing, and hose:

Wm. A. Wheeler	1,317 50
Lockwood & Collins	1,095 00
Wm. E. Spalding	*638 50
Wm. Porter & Sons	1,057 00
S. S. Rowland	1,212 50
C. & J. Cooper	644 50
G. & C. Place	773 50
Hosea Clark	779 00

Class No. 24, sperm and lubricating oils:

Wm. A. Wheeler	325 00
Henry W. Scott	*225 00

* Accepted. ** Decided by lot. † Informal.

Lockwood & Collins	$227 50
Wm. E. Spalding	262 50
Wm. Porter & Sons	500 00
S. S. Rowland	625 00
Sylvanus Thomas	233 75
Southard, Herbert & Co	298 75
Chas. P. Riggs	250 00

Class No. 26, augers:

Wm. A. Wheeler	292 50
Lockwood & Collins	401 00
Wm. E. Spalding	309 95
C. & J. Cooper	309 00
G. & C. Place	395 77
Richard Dunbar	366 50
J. M. Wardwell	*263 08
Chas. P. Riggs	‡250 00

Class No. 29, bituminous Cumberland coal:§

Eaton & Gage	$5,425 00
Richard Dunbar	10,500 00
Jno. P. Agnew, agent	4,959 50
A. R. Bass	5,932 50
Wm. G. Ridgely	6,415 50
Oakman & Eldridge	6,650 00

Class No. 32, machinery and tools:

Lockwood & Collins	1,650 00
Wm. Porter & Sons	900 00
S. S. Rowland	900 00
C. & J. Cooper	660 00
G. & C. Place	750 00
Richard Dunbar	*585 00

*Accepted. ‡ Failed to execute. § No contract made with class 29.

Y. & D. No. 9.

LIST OF CONTRACTS FOR NAVAL SUPPLIES, BUREAU OF YARDS AND DOCKS, 1865–'66.

Schedule of materials required at the United States navy yard, Portsmouth, New Hampshire, for the year ending June 30, 1866.

I. F. and A. Pinkham. Date of contract, July 13, 1865.

Class No. 1, bricks.

520,000 hard burnt merchantable bricks ..... $7 69 per M.
8,000 Jersey City fire bricks, per pattern ..... 70 00 per M.

To be delivered as required. All patterns and samples to be seen at yard.

Ezra Eames. Date of contract, July 13, 1865.

Class No. 2, stone.

36,000 cubic feet dimension split granite, 18 inches rise, 2 feet wide, and in lengths from 4 to 10 feet ..... $0 24 per cubic foot.

Deliveries to commence in thirty days from date of contract, and continue as required.

Trickey, Jewett & Cook. Date of contract, July 13, 1865.

Class No. 4, yellow pine lumber.

6 sticks, 12 by 14 inches, 14 feet long;
6 sticks, 10 by 12 inches, 25 feet long;
6 sticks, 10 by 10 inches, 24 feet long;
4 sticks, 5 by 8 inches, 37 feet long;
70 sticks, 4 by 8 inches, 16 feet long;
35 sticks, 5 by 8 inches, 25 feet long;
35 sticks, 4 by 6 inches, 12 feet long;
112 sticks, 3 by 9 inches, 12 feet long;
3 sticks, 3 by 9 inches, 26 feet long;
2 sticks, 10 by 12 inches, 35 feet long;
2 sticks, 8 by 10 inches, 30 feet long;
5 sticks, 6 by 10 inches, 33 feet long;
5 sticks, 5 by 10 inches, 14 feet long;
10 sticks, 5 by 10 inches, 12 feet long;
8 sticks, 5 by 8 inches, 18 feet long;
34 sticks, 4 by 10 inches, 29 feet 6 inches long;
18 sticks, 5 by 6 inches, 23 feet long;
64 sticks, 3 by 5 inches, 20 feet long;
4 sticks, 3 by 8 inches, 23 feet long;

60 sticks, 3 by 5 inches, 14 feet long;		
20 sticks, 13 by 4½ inches, 54 feet long;		
10 sticks, 16 by 4½ inches, 36 feet long;		
519 sticks = 36,565 feet, board measure	$40 00	per M.
14,000 feet, board measure, yellow pine plank, 4-inch	30 00	per M.

To be delivered as required.
None of this class is required to be seasoned, but all sawed to square edges.

TRICKEY, JEWETT & COOK. DATE OF CONTRACT, JULY 13, 1865.

Class No. 5, oak and hard wood.

6 cords hickory buts, straight and sound, 6 to 12 feet long, 8 to 12 inches diameter	$20 00	per cord.
26 sticks elm, 5 feet long, 15 by 15 inches square, suitable for ox-yokes	2 00	per stick.
4,000 feet, board measure, white oak plank, 4-inch	40 00	per M.
5,000 feet, board measure, white oak plank, 3-inch	40 00	per M.
2,000 feet, board measure, white oak plank, 2-inch	40 00	per M.
1,000 feet, board measure, white oak boards, 1-inch	40 00	per M.
2 sticks seasoned white oak, best quality, 18 by 19 inches, 46 feet long;		
6 sticks seasoned white oak, best quality, 18 by 19 inches, 50 feet long;		
6 sticks seasoned white oak, best quality, 18 by 19 inches, 42 feet long;		
2 sticks seasoned white oak, best quality, 18 by 19 inches, 43 feet long;		
2 sticks seasoned white oak, best quality, 18 by 19 inches, 27 feet long;		
16 sticks seasoned white oak, best quality, 15 by 19 inches, 40 feet long;		
16 sticks seasoned white oak, best quality, 15 by 19 inches, 44 feet long;		
50 sticks = 54,280 feet, board measure	80 00	per M.

To be delivered as required. To be sawed to square edges.

SAMUEL ADAMS & CO. DATE OF CONTRACT, JULY 13, 1865.

Class No. 6, white pine, spruce, juniper, and cypress.

3,000 feet, board measure, white pine plank, No. 3, 26 feet long, 13 inches wide, 3 inches thick	$30 00	per M.
2,000 feet, board measure, white pine plank, 3-inch, No. 2	50 00	per M.
11,000 feet, board measure, white pine plank, 3-inch, No. 3	25 00	per M.
24,000 feet, board measure, white pine deck plank, 3-inch, No. 3	28 00	per M.
5,000 feet, board measure, white pine plank, 2 inch, No. 2	45 00	per M.
6,000 feet, board measure, white pine plank, 2-inch, No. 3	23 00	per M.
2,000 feet, board measure, white pine plank, 1¾-inch, No. 3	25 00	per M.
74,500 feet, board measure, white pine boards, 1-inch, No. 3	23 00	per M.
40,500 feet, board measure, white pine boards, 1-inch, No. 2	45 00	per M.
2,000 feet, board measure, white pine boards, 1½ inch, No. 2	45 00	per M.
10,000 feet, board measure, spruce plank, 2-inch	16 00	per M.
5,000 feet, board measure, spruce boards, 1-inch	16 00	per M.
2,500 feet, board measure, spruce joist, 3 by 4 inches	16 00	per M.
136,000 shingles, per sample at yard	2 85	per M.

To be delivered as required.
None of this class required to be seasoned, but all sawed to square edges, free from sap.

GEORGE W. TUCKER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 7, lime, hair, and plaster.

400 casks best Rockland lime, fresh and well hooped	$1 25	per cask.
2 barrels calcined plaster	3 00	per barrel.

To be delivered as required.

GEO. W. TUCKER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 8, cement.

580 barrels hydraulic cement, fresh ground, put up in barrels well papered	$1 98	per barrel.

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9, gravel and sand.

11,800 bushels sharp clean sand, equal to Plumb island	$0 04	per bushel.

To be delivered as required.

C. W. & J. WHITEHEAD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9½, moulding and fire-sand, and fire-clay.

50 tons Albany fine sand, for brass work, per sample	$3 25	per ton.
200 tons best quality moulding sand	3 25	per ton.
20 tons Long Island fire-sand	3 25	per ton.
30 tons kaoline	4 00	per ton.
15 barrels best quality parting sand	2 00	per barrel.
10 barrels best quality pipe-clay	1 50	per barrel.

To be delivered as required.
All the above per sample to be seen at yard.

WM. CHAPMAN, PRES'T. DATE OF CONTRACT, JULY 13, 1865.

Class No. 10, slate.

32 tons (2,240 pounds per ton) slate, 20 inches long, 4 to the inch, of uniform thickness, dark color, as per sample at yard	$32 00	per ton.

To be delivered as required.

C. W. WHITNEY. DATE OF CONTRACT, JULY 13, 1865.

Class No. 11, iron, iron nails, and spikes.

11,000 pounds best tank iron, size as required	$0 05¾	per pound.
7,000 pounds charcoal flange iron, assorted	08	per pound.
25,000 pounds Pembroke iron, assorted	06	per pound.
200 pounds Pembroke rivet iron, ⅜-inch	08	per pound.
1,500 pounds Russia sheet iron	28	per pound.
2,500 pounds R. G. sheet iron	10	per pound.
2,000 pounds sheet iron, galvanized	17	per pound.
1,500 pounds Pembroke boiler rivets, assorted	08½	per pound.
50,000 pounds round, flat, and square iron, as required	04¼	per pound.
1,200 pounds Norway shoe-shapes	09	per pound.
1,200 pounds Norway shapes, 2 by ⅝ and 2½ by ⅝	09	per pound.
500 pounds Norway nail rods	09	per pound.
300 pounds Norway iron, 2 by ⅝-inch	09	per pound.
27,400 pounds iron cut nails, sizes as required	05¼	per pound.
500 pounds iron cut finishing nails, sizes as required	06¼	per pound.
400 pounds wrought-iron pressed nails, as required	06¼	per pound.
4,400 pounds iron spikes, sizes as required	05¼	per pound.
200 pounds iron bolts and nuts, sizes as required	15	per pound.
3,500 pounds iron cold-punched square nuts, sizes as required	10	per pound.

To be delivered as required.

S. S. ROWLAND. DATE OF CONTRACT, JULY 13, 1865.

Class No. 12, steel.

5,800 pounds cast-steel, equal to Jessop's, sizes as required	$0 16	per pound.
12,000 pounds best quality cast-steel, flat, square, and octagon	20	per pound.
6,000 pounds best quality cast-steel, round, as required	18	per pound.
300 pounds best quality German steel, 1¼ by ¼ inch	15	per pound.

To be delivered as required.

S. G. Howe & Co. Date of contract, July 13, 1865.

Class No. 14, files.

6 dozen flat bastard, 16-inch	$8 65	per dozen.
9 dozen hand bastard, 16-inch	10 25	per dozen.
6 dozen hand second cut, 16-inch	11 75	per dozen.
12 dozen half round bastard, 16-inch	9 00	per dozen.
12 dozen round bastard, 16-inch	9 00	per dozen.
12 dozen square taper bastard, 16-inch	8 60	per dozen.
6 dozen straight bastard, 16-inch	12 00	per dozen.
84 dozen flat bastard, 14 inch	5 75	per dozen.
96 dozen hand bastard, 14-inch	7 15	per dozen.
36 dozen hand second-cut, 14-inch	8 50	per dozen.
36 dozen mill, for lathe work, 14-inch	6 05	per dozen.
12 dozen mill, 14-inch	6 05	per dozen.
3 dozen half-round wood rasps, 14-inch	6 20	per dozen.
72 dozen half-round bastard, 14-inch	6 20	per dozen.
15 dozen square straight bastard, 14-inch	8 60	per dozen.
24 dozen round bastard, 14-inch	6 20	per dozen.
36 dozen square taper bastard, 14-inch	5 75	per dozen.
3 dozen parallel bastard, 14-inch	8 60	per dozen.
5 dozen 3-square taper bastard, 12-inch	4 65	per dozen.
dozen flat fine, 12-inch	5 25	per dozen.
118 dozen flat bastard, 12-inch	4 10	per dozen.
13 dozen flat bastard second-cut, 12-inch	5 00	per dozen.
72 dozen hand bastard, 12-inch	4 90	per dozen.
18 dozen mill, for lathe work, 12-inch	4 35	per dozen.
48 dozen mill, 12-inch	4 35	per dozen.
36 dozen hand second-cut, 12-inch	6 00	per dozen.
82 dozen half-round bastard, 12-inch	4 40	per dozen.
9 dozen half-round bastard straight, 12-inch	6 20	per dozen.
7 dozen half-round smooth, 12-inch	5 80	per dozen.
18 dozen half-round second-cut, 12-inch	5 25	per dozen.
8 dozen half round cabinet-makers', 12-inch	5 25	per dozen.
1½ dozen wood rasps, 12-inch	4 40	per dozen.
3 dozen half-round straight second-cut, double-cut, ⅝-inch face, 12-inch	6 20	per dozen.
3 dozen half-round straight fine double cut, ⅝-inch face, 12 inch	7 15	per dozen.
15 dozen hand smooth, 12-inch	6 50	per dozen.
30 dozen round bastard, 12-inch	4 40	per dozen.
18 dozen square straight bastard, 12-inch	5 70	per dozen.
6 dozen half-round superfine, 12-inch	11 60	per dozen.
21 dozen square taper bastard, 12-inch	4 12	per dozen.
6 dozen flat superfine, 12-inch	9 75	per dozen.
6 dozen round bastard, 12-inch	4 40	per dozen.
3 dozen round superfine, 12-inch	11 60	per dozen.
14 dozen flat second-cut, 12-inch	4 70	per dozen.
3 dozen parallel bastard, 12-inch	5 70	per dozen.
30 dozen hand bastard, 10-inch	3 25	per dozen.
30 dozen half round bastard, 10-inch	2 95	per dozen.
18 dozen half-round second-cut, 10-inch	3 50	per dozen.
½ dozen half-round, 10-inch	2 95	per dozen.
3 dozen half round second-cut straight, ½-inch face, 10-inch	4 30	per dozen.
15 dozen half-round smooth, 10 inch	3 80	per dozen.
9 dozen flat superfine, 10-inch	6 80	per dozen.
9½ dozen round bastard, 10-inch	2 95	per dozen.
15 dozen half-round superfine, 10-inch	7 60	per dozen.
15 dozen square bastard, 10-inch	2 75	per dozen.
28 dozen flat bastard, 10-inch	2 70	per dozen.
9 dozen mill bastard, 10-inch	2 95	per dozen.
48 dozen mill, 10-inch	2 95	per dozen.
15 dozen second-cut hand, 10-inch	3 75	per dozen.
5 dozen square straight, 10-inch	3 90	per dozen.
2 dozen cabinet, 10-inch	3 50	per dozen.
24 dozen mill, for lathe work, 10-inch	2 95	per dozen.

8 dozen hand, smooth, 10-inch	$4 00	per dozen.
3 dozen parallel, second-cut, 10-inch	4 75	per dozen.
3 dozen round superfine, 10-inch	7 60	per dozen.
1 dozen wood rasps, 10-inch	2 95	per dozen.
1 dozen flat bastard, 9-inch	2 30	per dozen.
36 dozen hand bastard, 8-inch	2 30	per dozen.
15 dozen half-round bastard, 8-inch	2 00	per dozen.
9 dozen half-round smooth, 8-inch	2 75	per dozen.
15 dozen half-round second-cut, 8-inch	2 50	per dozen.
½ dozen wood rasps, 8-inch	2 00	per dozen.
9 dozen round bastard, 8-inch	2 00	per dozen.
6 dozen round second cut, 8-inch	2 50	per dozen.
6 dozen square straight, 8-inch	2 75	per dozen.
6 dozen square taper, 8 inch	1 90	per dozen.
8 dozen hand second-cut, 8-inch	2 70	per dozen.
5 dozen hand smooth, 8-inch	2 90	per dozen.
3 dozen round superfine, 8-inch	5 50	per dozen.
94 dozen mill, 8-inch	2 00	per dozen.
6 dozen flat superfine, 8-inch	5 00	per dozen.
6 dozen half-round superfine, 8-inch	5 50	per dozen.
6 dozen hand bastard, 6-inch	1 50	per dozen.
6 dozen flat bastard, 6-inch	1 30	per dozen.
6 dozen flat second-cut, 6-inch	1 50	per dozen.
6 dozen flat smooth, 6-inch	1 80	per dozen.
6 dozen flat superfine, 6-inch	3 60	per dozen.
6 dozen mill, 6-inch	1 38	per dozen.
6 dozen half-round superfine, 6 inch	3 80	per dozen.
9 dozen half-round bastard. 6-inch	1 45	per dozen.
3 dozen round superfine, 6-inch	3 80	per dozen.
6 dozen half-round second-cut, 6-inch	1 65	per dozen.
9 dozen half-round smooth, 6-inch	1 90	per dozen.
9 dozen round bastard, 6 inch	1 45	per dozen.
6 dozen square taper, 6-inch	1 30	per dozen.
19 dozen 3-square taper, 6-inch	1 55	per dozen.
18 dozen hand second-cut, 6-inch	1 75	per dozen.
9 dozen hand smooth, 6-inch	2 20	per dozen.
36 dozen mill, 5-inch	1 20	per dozen.
36 dozen Stubbs's double-cut handsaw, 5-inch	3 32	per dozen.
16 dozen 3-square taper, 5-inch	1 13	per dozen.
180 dozen pit-saw, 5-inch	1 25	per dozen.
48 dozen mill, 4½ inch	1 10	per dozen.
18 dozen 3-square taper, 4½-inch	1 00	per dozen.
6 dozen flat bastard, 4-inch	95	per dozen.
48 dozen mill, 4-inch	1 00	per dozen.
3 dozen hand bastard, 4-inch	1 00	per dozen.
24 dozen 3-square taper, 4-inch	90	per dozen.
6 dozen 3-square taper, second-cut, 4-inch	1 25	per dozen.
8 dozen 3-square taper, smooth, 4-inch	1 35	per dozen.
6 dozen hand, second-cut, 4-inch	1 20	per dozen.
6 dozen half-round bastard, 4-inch	1 00	per dozen.
6 dozen half-round second-cut, 4-inch	1 25	per dozen.
6 dozen half-round smooth, 4-inch	1 37	per dozen.
6 dozen round bastard, 4-inch	1 00	per dozen.
6 dozen flat smooth, 4-inch	1 30	per dozen.
6 dozen square bastard, 4-inch	95	per dozen.
36 dozen 3-square taper, 4-inch	90	per dozen.
3 dozen 3-square taper, 3½ inch	80	per dozen.
48 dozen mill, 3½-inch	1 00	per dozen.
3 dozen hand bastard, 3-inch	1 00	per dozen.
6 dozen hand, second-cut, 3-inch	1 20	per dozen.
38 dozen 3-square taper, 3-inch	1 00	per dozen.
6 dozen 3-square taper, second-cut, 3-inch	1 20	per dozen.
8 dozen 3-square taper, smooth 3-inch	1 30	per dozen.
3 dozen half-round bastard, 3-inch	1 00	per dozen.
5 dozen round second-cut, 3-inch	1 25	per dozen.
6 dozen square bastard, 3-inch	95	per dozen.

6 dozen round bastard, 3-inch	$1 00	per dozen.
3 dozen flat smooth, 3-inch	1 30	per dozen.
3 dozen half-round smooth, 3-inch	1 40	per dozen.
½ dozen rat-tail files, assorted	1 75	per dozen.

The above to be of the best hand-cut, for iron or brass, as required. To be delivered as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 15, paints, oils, and glass.

9,300 pounds pure dry white lead	$0 12	per pound.
1,000 pounds pure dry white French zinc paint	07	per pound.
100 pounds pure brown zinc	06	per pound.
2,130 pounds pure Paris whiting	03	per pound.
500 pounds pure dry red lead	12½	per pound.
200 pounds pure litharge	12½	per pound.
150 pounds lampblack	12	per pound.
5 pounds pure chrome yellow	20	per pound.
100 pounds pure chrome green	10	per pound.
150 pounds common glue	15	per pound.
100 pounds frosted glue	17	per pound.
1,176 gallons pure linseed oil, raw	1 24	per gallon.
8 gallons pure linseed oil, boiled	1 40	per gallon.
5 gallons sweet oil	3 00	per gallon.
252 gallons benzine	57	per gallon.
100 pounds pure gum-shellac	95	per pound.
32 gallons alcohol	4 10	per gallon.
30 gallons furniture varnish, per sample	3 00	per gallon.
24 lights double thick glass, 12 by 24	48	per light.
200 lights double thick glass, 11 by 16	26	per light.
200 lights double thick glass, 10 by 16	20	per light.
680 lights double thick glass, 10 by 14	16	per light.
200 lights double thick glass, 10 by 12	10	per light.
300 lights double thick glass, 10 by 13	11	per light.
2,580 lights common glass, 8 by 10	06	per light.
200 lights common glass, 9 by 12	08	per light.
200 lights common glass, 9 by 13	09	per light.

All samples to be seen at yard. To be delivered as required.

JOHN H. BAILEY. DATE OF CONTRACT, JULY 13, 1865.

Class No. 16, ship-chandlery.

1,375 pounds white chalk	$0 03	per pound.
45 pounds red chalk	10	per pound.
72 dozen corn brooms, equal to sample	4 50	per dozen.
1 dozen birch brooms, equal to sample	1 00	per dozen.
2 dozen scrub brooms, equal to sample	1 50	per dozen.
12 dozen hickory brooms, equal to sample	2 00	per dozen.
9 dozen whitewash brushes, equal to sample	38 00	per dozen.
12 dozen short-handled dust brushes, equal to sample	4 50	per dozen.
4 dozen long-handled dust brushes, equal to sample	10 00	per dozen.
3 dozen moulders' dust brushes, equal to sample	5 00	per dozen.
2½ dozen glue brushes, equal to sample	2 00	per dozen.
4 dozen pair cattle brushes, per sample	9 00	per dozen.
6 dozen pair cattle cards, per sample	2 50	per dozen.
4 dozen currycombs, per sample	3 50	per dozen.
6 dozen flue brushes, per sample	30 00	per dozen.
8 dozen white oketka paint brushes, (0000)	15 00	per dozen.
8 dozen white oketka paint brushes, (000)	18 00	per dozen.
2 dozen sable pencil brushes, per sample	1 00	per dozen.
1½ dozen varnish brushes, per sample	6 00	per dozen.
13 dozen sash tools, Nos. 4, 5, 6, 7, 8, and 9, as required	1 50	per dozen.
8 dozen fitch tools, per sample	2 00	per dozen.
5 dozen painters' dusters, per sample	5 50	per dozen.
10 pounds mop yarn	1 00	per pound.

25	pounds wicking yarn	$0 50	per pound.
500	feet oars, lengths as required	12	per foot.
4,000	pounds oakum	14	per pound.
2	dozen scrubbing brushes, per sample	4 00	per dozen.
3	barrels refined resin	18 00	per barrel.
800	pounds beef tallow	11	per pound.
1	dozen chamois skins	6 00	per dozen.
75	yards hemp matting, 1½ yard wide, per sample	1 00	per yard.
8	pounds 3-thread twine	50	per pound.
10	pounds flax, in hanks	50	per pound.
4	bolts red bunting	10 20	per bolt.
4	bolts white bunting, per sample	11 00	per bolt.
2	bolts blue bunting, per sample	12 00	per bolt.
30	yards muslin, per sample	20	per yard.
6	pounds white thread, per sample	2 50	per pound.
2	pounds black thread, per sample	1 37½	per pound.
2	bolts raven's duck, per sample	35 00	per bolt.
79	yards flax canvas, 29 inches wide, per sample	80	per yard.

All samples to be seen at yard. To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 17, hardware.

31,630	pounds sheet lead, 3 to 6 pounds, as required	$0 15	per pound.
4,380	pounds sheet copper, sizes as required	46	per pound.
2,000	pounds sheet zinc, sizes as required	15	per pound.
500	pounds sheet brass, sizes as required	50	per pound.
5,000	pounds lead pipe, sizes as required	16	per pound.
200	feet iron steam pipe, galvanized, ½-inch	20	per foot.
200	feet iron steam pipe, galvanized, ¾-inch	25	per foot.
2,000	feet iron steam pipe, 1-inch	26	per foot.
600	feet iron steam pipe, 1¼-inch	33	per foot.
600	feet iron steam pipe, 1½-inch	43	per foot.
600	feet iron steam pipe, 2-inch	62	per foot.
800	feet iron steam pipe, 2½-inch	1 12	per foot.
60	feet iron gas pipe, 1½-inch	43	per foot.
15	boxes X roofing tin, 14 by 20, best quality	20	per box.
20,000	Nos. black lead crucibles, Nos. as required	07	per No.
3,650	pounds cotton wiping waste	35	per pound.
450	pounds refined borax	35	per pound.
50	pounds prussiate potash	50	per pound.
15	reams Sioley's emery cloth, as required	35 00	per ream.
200	pounds pulverized quartz	06	per pound.
25	pounds pulverized crocus	20	per pound.
25	pounds pulverized pumice-stone	10	per pound.
25	pounds lump pumice-stone	05	per pound.
350	pounds sal soda	05	per pound.
25	pounds rotten stone	10	per pound.
150	pounds emery, assorted, as required	15	per pound.
50	pounds potash	15	per pound.
3	barrels molasses	20 00	per barrel.
3	barrels rye meal	8 00	per barrel.
3	barrels softsoap	8 00	per barrel.
6	barrels sour flour	9 00	per barrel.
200	pounds muriatic acid	65	per pound.
2,000	pounds sulphuric acid	05	per pound.
14½	dozen cast-steel R. R. shovels	14 00	per dozen.
9	dozen cast-steel round-pointed shovels	14 00	per dozen.
2	dozen cast-steel moulders' shovels	14 00	per dozen.
6½	dozen cast-steel hoes	10 25	per dozen.
1	dozen hand hay rakes	4 60	per dozen.
1	dozen manure forks	15 00	per dozen.
2	dozen hay forks	10 00	per dozen.
2	dozen narrow axes	20 00	per dozen.
2	dozen crowbars, from 3½ to 4½ feet long	27 00	per dozen.
6	dozen bow pins, per sample	1 75	per dozen.

4 dozen monkey wrenches, 12-inch	$16 00	per dozen.
3 dozen monkey wrenches, 15-inch	28 00	per dozen.
1 dozen monkey wrenches, 18-inch	35 00	per dozen.
1 dozen monkey wrenches, 22-inch	40 00	per dozen.
1½ dozen monkey wrenches, 24-inch	45 00	per dozen.
50 pounds brimstone	10	per pound.
10 pounds Kansas oil stone, 1st quality	1 75	per pound.
15 pounds Kentucky oil stone, 1st quality	1 75	per pound.
4 dozen hand bellows, per sample	21 00	per dozen.
32 steel squares, per sample	1 25	each.
15 papers cut iron finishing nails	15	per paper.
159 gross iron screws, sizes as required	87	per gross.
5 gross brass screws, sizes as required	1 75	per gross.
10 papers clout nails	15	per paper.
65,000 iron tacks, sizes as required	05	per M.
5,000 gimp tacks, sizes as required	07	per M.
25 pounds cut iron brads, sizes as required	15	per pound.
24 chisels, ¼ to 2 inch, as required	60	each.
1 chisel, for painter, as required	25	each.
20 pounds copper tacks, sizes as required	75	per pound.
1 dozen gimlet bits, double-cut, ⅛ to $\frac{3}{16}$ inch.	1 25	per dozen.
13 cast-iron bench vices, parallel jaws of steel, 6-inch, per sample	25 00	each.
4 pairs tinners' shears, No. 2	11 00	each.
4 pairs No. 6 hand snips, circular blades	5 75	each.
4 dozen jig saws, 26 inches long, ⅜ and ½ inch	4 50	per dozen.
½ dozen jig saws, 18 inches long, 8 teeth to an inch	3 25	per dozen.
2 dozen jig saws, 24 inches long	4 50	per dozen.
24 grindstones, 3½ feet diameter, 4 inches thick, best quality, coarse grit	10 00	each.
1 grindstone, 4 feet diameter, 6 inches thick, best quality, coarse grit	18 00	each.
4½ dozen brass sash fastenings, per sample	2 20	per dozen.
2 dozen iron sash fastenings, per sample	75	per dozen.
15 pounds hemp sash cord	30	per pound.
2 double bead planes, per sample	1 25	each.
5 dozen turning gauges, ¼ to 2 inch, per sample	7 25	per dozen.
1 set (8 pieces) turning gouges, per sample	5 00	per set.
1 set (8 pieces) turning chisels, per sample	4 00	per set.
1 turning chisel, per sample	50	each.
2 sets steel figures, per sample	8 75	per set.
1¾ dozen gouge lip bits, ¼ to ½ inch, per sample	1 25	per dozen.
26½ dozen water buckets, per sample	2 50	per dozen.
6 dozen coppering hammers, per sample	20 00	per dozen.
3 dozen ship scrapers, steel, per sample	5 00	per dozen.
2 dozen iron rim locks, per sample	7 00	per dozen.
½ dozen store door locks, per sample	16 50	per dozen.
1 dozen desk locks, 4-inch, per sample	4 75	per dozen.
1 dozen box locks, per sample	7 50	per dozen.
½ dozen desk locks, 3 by 2¼ inches, per sample	5 00	per dozen.
1 dozen chest locks, 2½ by 3½ inches, per sample	3 50	per dozen.
37 dozen mortice locks, porcelain knobs, per sample	2 50	per dozen.
184 drawer locks, per sample	87	each.
2 dozen locker locks, per sample	3 75	per dozen.
8 dozen hat and coat hooks, per sample	15	per dozen.
4 dozen spiral window springs, per sample	50	per dozen.
10 door bolts, per sample	20	each.
42 padlocks, per sample	15	each.
60 pairs brass butt hinges, per sample	18	per pair.
8 pairs iron butt hinges, 5-inch, per sample	36	per pair.
38 pairs iron butt hinges, 4-inch, per sample	13	per pair.
30 pairs iron butt hinges, 4 by 4, loose joints	24	per pair.
96 pairs iron butt hinges, 3 by 3, close joints	15	per pair.
36 pairs iron butt hinges, 3½ inch, per sample	09	per pair.
36 pairs iron butt hinges, 3 by 2, close joints	08	per pair.
60 pairs iron butt hinges, 3-inch, per sample	08	per pair.

120	pairs iron butt hinges, $2\frac{1}{2}$ inch, close joints	$0 06	per pair.
12	pairs iron butt hinges, 3 by 4, per sample	20	per pair.
106	pairs iron butt hinges, 2-inch, close joints	04	per pair.
3	pairs iron butt hinges, 6-inch, per sample	62	per pair.
$23\frac{1}{2}$	reams sand-paper, assorted, as required	4 00	per ream.
$\frac{3}{4}$	dozen chalk-lines, per sample	75	per dozen.
$1\frac{1}{2}$	dozen chalk-lines, (French,) per sample	75	per dozen.
4	pounds baling twine, per sample	50	per pound.
25	papers glaziers' points, per sample	10	per paper.
28	gross bass-wood file handles, per sample	5 00	per gross.
3	4-bushel baskets, per sample	2 37	each.
6	2-bushel baskets, per sample	1 00	each.
20	dozen window pulleys, per sample	60	per dozen.
2	eagle anvils, 250 pounds each, per sample, (500 pounds)	14	per pound.
12	eagle anvils, 30 pounds each, (360 pounds)	18	per pound.
7,000	feet blasting fuze, per sample	01	per foot.
4	dozen brick lines, per sample	1 25	per dozen.
9	dozen rubber valves, for Sibley's steam pump	150 00	per dozen.
4	dozen Scotch glass water gauge tubes, $\frac{9}{16}$ inch diameter, 13 inches long, per sample	5 50	per dozen.
2	spirit levels, $2\frac{1}{2}$ feet long, per sample	2 50	each.
18	pairs blacksmiths' bellows, 3 feet wide, per sample	22 50	each.
$5\frac{1}{2}$	dozen moulders' riddling sieves, brass, 18 inches diameter, assorted, Nos. as required	19 50	per dozen.
1	glaziers' diamond	5 00	each.
10	pounds saltpetre	05	per pound.
2	sets knives for circular planes, 26 inches long, per sample	20 00	per set.
3	pairs large size cutting nippers, per sample	3 00	each.
8	pairs round pliers, per sample	1 25	each.
14	pairs flat pliers, per sample	1 25	each.
4	pairs cutting pliers, per sample	1 25	each.
18	pairs dividers, per sample	1 00	each.
4	pairs calipers, per sample	1 25	each.
100	best American lap-welded boiler tubes, weighing not less than $3\frac{1}{2}$ pounds per lineal foot, 3 inches diameter outside, $15\frac{1}{2}$ feet long, (1,550 feet)	65	per foot.
4	handsaws, per sample	1 75	each.
3	mill-saws, 7 feet long, 10 inches wide, $\frac{3}{16}$ inch thick	12 00	each.
8	circular saws, 6 to 20 inches diameter, as required	5 25	each.
2	circular saws, 24 inches diameter, $\frac{1}{8}$ inch thick	15 00	each.
2	circular saws, 12 inches diameter, $\frac{1}{16}$ inch thick	4 25	each.
1	circular splitting saw, 14 inches diameter, $\frac{1}{8}$ inch thick, No. 11, Stubbs's wire gauge	6 50	each.
1	circular cutting-off saw, 14 inches diameter, $\frac{1}{8}$ inch thick, No. 11, Stubbs's wire gauge	6 50	each.
1	circular cutting-off saw, 16 inches diameter, $\frac{1}{8}$ inch thick, No. 11, Stubbs's wire gauge	9 00	each.
3	dozen Stubbs's hacksaw blades, 14 inches	8 50	per dozen.
5	dozen Stubbs's hacksaw blades, 12 inches	8 00	per dozen.
$\frac{1}{2}$	dozen futtock saws, 5 feet long, 3 inches wide, $\frac{5}{32}$ inch thick, 14 teeth to the foot, per sample	175 00	per dozen.
11	handsaws for sawing copper, per sample	1 75	each.
24	woodsaws with frames, per sample	1 12	each.
3	cross-cut saws, 5 feet long, per sample	3 00	each.
10	pounds beeswax	1 00	per pound.
9	pairs belt punches, 9 inches long	75	each.
2	Fairbanks's rolling platform scales, to weigh 2,000 pounds	80 00	each.
6	bench anvils, steel face, 30 pounds each	5 50	each.
1	keyhole saw	75	each.
1	Horton's screw chuck, 15-inch, 3 jaws	60 00	each.
1	Horton's screw chuck, 15-inch, 4 jaws	70 00	each.
1	Horton's screw chuck, 8-inch, 3 jaws	40 00	each.
200	iron couplings, $\frac{1}{2}$ inch, galvanized	17 50	per 100.
200	iron couplings, $\frac{3}{4}$ inch, galvanized	21 00	per 100.
200	iron couplings, 1-inch	21 00	per 100.
200	iron couplings, $1\frac{1}{4}$-inch	28 00	per 100.

200	iron couplings, 1½-inch	$38 50	per 100.
200	iron couplings, 2-inch	52 50	per 100.
100	iron couplings, 2½-inch	91 00	per 100.
6	wrought iron vices, steel jaws, 82 pounds	19 50	each.
6	wrought iron vices, steel jaws, 100 pounds	25 00	each.
200	iron nipples, ½-inch, per sample	10 50	per 100.
200	iron nipples, ¾-inch, per sample	14 00	per 100.
200	iron nipples, 1-inch, per sample	17 50	per 100.
200	iron nipples, 1¼-inch, per sample	24 50	per 100.
200	iron nipples, 1½-inch, per sample	31 50	per 100.
200	iron nipples, 2-inch, per sample	45 50	per 100.
100	iron nipples, 2½-inch, per sample	84 00	per 100.
1½	dozen hand vices, assorted, per sample	25 00	per dozen.
10	boxwood rules, brass bound, 2 feet, per sample	1 50	each.
1	dozen hand screws, assorted, per sample	7 00	per dozen.
1	dozen bench vices, assorted, sizes as required	325 00	per dozen.
50	gross iron wood screws, sizes as required	1 00	per gross.
10	pounds bellows nails, sizes as required	30	per pound.
2	pounds shoe thread, sizes as required	75	per pound.

All samples to be seen at yard. To be delivered as required.

J. M. Whittemore & Co. Date of contract, July 13, 1865.

Class No. 18, stationery.

1	2-quire account book, per pattern, civil engineer	$6 25	each.
1	ream monthly reports, per pattern, civil engineer	19 00	per ream.
12	6-quire blank check books, per pattern, paymaster	3 75	each.
50	blank summary statements, per pattern, paymaster	15	each.
4	quires certificates, inspection, per pattern, inspector of timber	90	per quire.
4	quires certificates, delivery, per pattern, inspector of timber	90	per quire.
3	3¼-quire record books, per pattern, clerk of yard	22 00	each.
350	check reports, per pattern, check officer	04½	each.
800	daily report sheets, per pattern, ship carpenter	03¼	each.
2	daily report books, 5-quire, per pattern, ship carpenter	8 25	each.
200	monthly reports, per pattern, ship carpenter	12	each.
6	3-quire blank books, per pattern, ship carpenter	3 25	each.
3	2-quire blank books, per pattern, ship carpenter	2 75	each.
1	time book, per pattern, ship carpenter	31 00	each.
1	4-quire blank book, per pattern, master	13 75	each.
2	4-quire account books, per pattern, smith	5 50	each.
2	3-quire account books, per pattern, smith	4 00	each.
5	2-quire account books, per pattern, smith	2 75	each.
1	6-quire time-book, per pattern, machinist	31 00	each.
100	monthly reports, per pattern, master laborer	03¼	each.
1	time-book, per pattern, master laborer	3 50	each.
1	3-quire time-book, per pattern, yard carpenter	3 50	each.
1	3 quire blank book, per pattern, yard carpenter	3 50	each.
4	6-quire requisition books, per pattern, naval storekeeper	11 25	each.
4	6-quire requisition books, per pattern, constructor	11 25	each.
1	6-quire requisition book, per pattern, civil engineer	13 00	each.
2	4-quire blank books, per pattern, constructor	15 50	each.
6	5-quire account books, per pattern, naval storekeeper	14 50	each.
2	reams invoice receipts, per pattern, naval storekeeper	11 25	per ream.
2	reams expenditures, per pattern, naval storekeeper	13 00	per ream.
2	reams vouchers, per pattern, naval storekeeper	13 00	per ream.
½	ream statement transfers, per pattern, naval storekeeper	17 00	per ream.
1	ream requisitions, per pattern, naval storekeeper	11 00	per ream.
4	reams orders, per pattern, naval storekeeper	4 50	per ream.
½	ream bills lading, per pattern, naval storekeeper	18 00	per ream.
4	reams certificates, inspection, per pattern, naval storekeeper	2 00	per ream.
4	reams tags for stores, per pattern, naval storekeeper	4 75	per ream.

4 day-books, 5-quires, per pattern, naval storekeeper	$14 50	each.
1 dozen 3 quire blank books, per pattern, naval storekeeper	60 00	per dozen.
50 sheets Whatman's double elephant drawing paper, best quality	40	per sheet.
25 sheets Whatman's antiquarian drawing paper, best quality	1 75	per sheet.
50 yards cartoon paper, best quality	60	per yard.
1 letter-press, per sample, machinists'	17 00	each.
1 letter-book, per sample, machinists'	3 75	each.
1 day-book, per pattern, dock master	3 75	each.
1 6-quire bill-book, per pattern, commandant	7 00	each.
12 Shipman's letter files, 14½ by 9 inches	2 50	each.
1 Shipman's letter file, cap size	2 50	each.
1 record-book, per pattern, boat-builder	2 50	each.
1 time-book, per pattern, boat-builder	2 63	each.
4 eyelet machines, per sample	2 50	each.
16 gross eyelets	12½	per gross.
11½ reams official cap paper, per sample	11 00	per ream.
39 reams cap paper, per sample	8 00	per ream.
16 reams letter paper, per sample	6 00	per ream.
14 reams note paper, per sample	4 50	per ream
30 gross Myers's Phineas pens	1 50	per gross.
7 gross Gillott's pens (303)	1 75	per gross.
7 gallons Maynard & Noyes's black ink	2 50	per gallon.
7 quarts Arnold's writing fluid, black	80	per quart.
3 quarts copying ink	1 00	per quart
42 bottles David's carmine ink, No. 3, ground glass stoppers,	45	per bottle.
54 dozen Faber's lead pencils, No. 2	75	per dozen.
19 dozen Faber's octagon pencils, No. 2	1 00	per dozen.
6 dozen Faber's octagon pencils, No. 4	1 00	per dozen.
2 dozen colored lead pencils	1 75	per dozen.
10 dozen penholders	25	per dozen.
4 dozen pieces India-rubber, best quality	80	per dozen.
12 dozen pieces ink erasive rubber, best quality	75	per dozen.
5½ dozen pieces silk taste	4 50	per dozen.
17½ dozen pieces red tape	75	per dozen.
24 best quality Congress knives	2 50	each.
2 pounds dextrine	75	per pound.
15 pint papers black sand	12	per pint.
1,300 document envelopes, 9½-inch, per sample	1 40	per 100.
3,500 document envelopes, 9-inch, per sample	1 20	per 100.
1,500 document envelopes, 8½ inch, per sample	1 00	per 100.
6,225 letter envelopes, per sample	45	per 100.
355 sheets thick blotting board	10	per sheet.
1½ ream blotting paper	7 50	per ream.
15 inkstands	1 00	each.
14 dozen muster-books, 2½ quires, per sample	13 50	per dozen.
16 dozen quarterman's time-books, per sample	5 00	per dozen.
23 dozen memorandum books, per sample	4 25	per dozen.
39 bottles mucilage	25	each.
2 gross carpenters' black-lead pencils	15 00	per gross.
½ gross carpenters' red-lead pencils	16 00	per gross.
20 erasers, with ivory handles, best quality	80	each.
2 reams envelope paper, per sample	8 50	per ream.
4½ gross slate pencils	60	per gross.
500 rolls room paper quality, per sample, patterns to be selected	45	per roll.
1¼ pound fine sponge, best quality	12 00	per pound.
4 ivory paper folders, per sample	1 75	each.
600 quills	1 00	per 100.
1 pound red sealingwax	2 00	per pound.
1 pair large shears, per sample	2 50	each.
4 pairs scissors, per sample	1 25	each.
7 pounds fine flax twine	1 50	per pound.
150 drawing pins, steel heads, per sample	8 00	per 100.

1 card Gillott's mapping pens	$1 00	per card.
1 card Gillott's crow-quill pens	1 00	per card.
2 parallel rules, small size, per sample	1 00	each.
1 dozen camels' hair pencil brushes, assorted sizes, best quality	2 00	per dozen.
1 stick India ink, best quality	1 50	per stick.
2 sand boxes	50	each.
80 yards tracing cloth, per sample	80	per yard.
25 sheets tracing paper	20	per sheet.
1 slate, 13 by 16 inches	1 00	each.
2 whole cakes Newman's carmine	2 70	per cake.
5 whole cakes Newman s ultramarine blue	1 80	per cake.
2 whole cakes Newman's gamboge	50	per cake.
1 whole cake Newman's burnt umber	50	per cake.
1 whole cake Newman's French blue	1 80	per cake.

All samples to be seen at yard. To be delivered as required.

A. J. Stimson. Date of contract, July 13, 1865.

Class No. 19, firewood.

195 cords dry hemlock wood	$6 89	per cord.

To be delivered as required.

C. C. Barrell. Date of contract, July 13, 1865.

Class No. 20, hay and straw.

350 tons loose hay, (2,240 pounds to the ton)	$18 44	per ton.

To be delivered as required.

A. J. Stimson. Date of contract, July 13, 1865.

Class No. 21, provender.

150,000 pounds corn meal	$0 $2\frac{19}{100}$	per pound.
100 bushels northern oats, (33 pounds to a bushel)	73	per bushel.
10 tons carrots, (2,240 pounds to the ton)	17 00	per ton.
5 bushels salt	25	per bushel.

To be delivered as required.

Job Thompson. Date of contract, July 13, 1865.

Class No. 22, charcoal.

9,050 bushels hard-wood charcoal	$0 20	per bushel.

To be delivered as required.

John H. Bailey. Date of contract, July 13, 1865.

Class No. 23, belting, packing, and hose.

100 feet oak-tanned leather belting, sewed, 24 inches	$4 50	per foot.
100 feet oak-tanned leather belting, sewed, 18 inches	3 10	per foot.
100 feet oak-tanned leather belting, sewed, 14 inches	2 22	per foot.
500 feet oak-tanned leather belting, sewed, 12 inches	1 17	per foot.
1,000 feet oak-tanned leather belting, sewed, 8 inches	75	per foot.
1,500 feet oak-tanned leather belting, sewed, 6 inches	53	per foot.
800 feet oak-tanned leather belting, sewed, 5 inches	43	per foot.
800 feet oak-tanned leather belting, sewed, 4 inches	34	per foot.
700 feet oak-tanned leather belting, sewed, $3\frac{1}{2}$ inches	30	per foot.
900 feet oak-tanned leather belting, sewed, 3 inches	25	per foot.
900 feet oak-tanned leather belting, sewed, $2\frac{1}{2}$ inches	20	per foot.
500 feet oak-tanned leather belting, sewed, $2\frac{1}{4}$ inches	28	per foot.
900 feet oak-tanned leather belting, sewed, 2 inches	16	per foot.
600 feet oak-tanned leather belting, sewed, $1\frac{1}{2}$ inch	11	per foot.
2 sides raw-hide	5 00	per side.
315 pounds rubber packing, as required	90	per pound.

95 sides Calcutta lace leather, per sample	$2 00	per side.
8 sides heavy bellows leather, per sample	2 00	per side.
2 sides pump leather, per sample	5 00	per side.
3 sides light sole leather, per sample	6 00	per side.
1,000 feet 4-ply rubber hose, 2¼ inch diameter, without couplings	1 04	per foot.
50 pounds Martin's metallic packing	1 75	per pound.

To be delivered as required. All samples to be seen at yard.

S. S. Rowland. Date of contract, July 13, 1865.

Class No. 24, sperm and lubricating oils.

2,025 gallons winter-strained sperm oil, equal to sample	$1 95	per gallon.
140 gallons refined metallic oil, equal to sample	1 30	per gallon.
1,000 gallons lard oil, equal to sample	1 50	per gallon.
30 gallons fish oil, equal to sample	1 00	per gallon.

To be delivered as required. All samples to be seen at yard.

C. C. Wentworth. Date of contract, July 13, 1865.

Class No. 26, augers.

125 dozen ship augers, $\frac{7}{16}$ to 1½-inch, as required	$9 50	per dozen.
15 dozen ship augers, 1⅜-inch, with screws, as required	14 75	per dozen.
7 dozen treenail augers, 1-inch	12 00	per dozen.
42 dozen treenail augers, 1⅛ to 1⅜-inch, as required	12 00	per dozen.
10 dozen ship augers, without screws, from 1⅝ to 2½-inch, as required	43 00	per dozen.
20 dozen ship augers, $\frac{10}{16}$ to $\frac{20}{16}$-inch, with screws, as required	10 75	per dozen.
2 dozen patent augers, 1¼-inch, per sample	15 00	per dozen.
1 dozen patent augers, per sample	13 50	per dozen.
1 dozen 1-lip augers, $\frac{11}{16}$-inch, per sample	8 00	per dozen.
1 dozen 1-lip augers, $\frac{15}{16}$-inch, per sample	10 75	per dozen.
4 dozen auger bits, ⅝ to ¾-inch, as required	7 50	per dozen.

To be delivered as required. All samples to be seen at yard.

Oakman & Eldridge. Date of contract, July 13, 1865.

Class No. 27, anthracite coal.

1,800 tons (2,240 pounds per ton) white ash anthracite coal, steamboat size, for engine	$8 00	per ton.
50 tons (2,240 pounds per ton) white ash anthracite coal, egg size, for stoves and grates	7 50	per ton.

All the above coal is to be of the best quality of its kind; to be delivered as required, on or before the 1st of December, 1865. The contractor is to discharge it into carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

A. R. Bass. Date of contract, July 13, 1865.

Class No. 29, bituminous Cumberland coal.

675 tons (2,240 pounds per ton) Cumberland coal, for smiths' use	$8 95	per ton.
10 tons (2,240 pounds per ton) Cannel coal	14 00	per ton.

The Cumberland coal to be delivered as required, on or before the 1st of March, 1866. The Cannel coal to be delivered as required. The contractor to deliver the coal into carts provided by the government; to be paid for at the weights of the navy yard scales.

S. S. Rowland. Date of contract, July 13, 1865.

Class No. 32, machinery and tools.

1 Sibley's steam pump, No. 9	$1,800 00	each.
2 Sibley's steam pumps, No. 5	600 00	each.
4 Ashcroft's steam gauges, per sample	25 00	each.
3 hydraulic presses, toe lift, to lift 15 tons, per sample	150 00	each.
3 hydraulic presses, toe lift, to lift 30 tons, per sample	140 00	each.
1 hydraulic press, 40 tons lift, per sample	250 00	each.

3 hydraulic presses, 50 tons lift, per sample	$250 00	each.
20 jack-screws, per sample	15 00	each.
1 moulding machine, per sample	300 00	each.
3 Woodman's portable drills, Nos. 4, 5, and 6	50 00	each.
12 Packard's ratchet drills—2 No. 2, 8 No. 4, 2 No. 5	18 00	each.
1 splining machine, a vertical machine for trimming, planing, and slotting iron in various forms, and for scarfing long bars of iron, and for trimming large sheets of thick iron that cannot be done with a planer—one of medium size, to weigh from 10 to 15 tons	1,500 00	each.
1 bolt-cutting machine, of sufficient power to cut iron two inches in diameter, and fitted for tapping nuts and cutting screws; to be furnished with a full set of taps and dies for various sizes of bolts and nuts—the machine to weigh from 800 to 1,000 pounds	800 00	each.

To be delivered as required. All samples to be seen at yard.

Schedule of materials required at the United States navy yard, Boston, Massachusetts, for the year ending June 30, 1866.

OAKMAN & ELDRIDGE DATE OF CONTRACT, JULY 13, 1865.

Class No. 1, bricks.

300,000 best quality hard-burned common building bricks	$8 75	per M.
50,000 fire brick, equal to best quality Amboy bricks	64 00	per M.
5,000 pale brick, for foundry use	6 00	per M.

Fire and pale bricks to be delivered in thirty days from date of contract; common brick, in four months.

EZRA EAMES. DATE OF CONTRACT, JULY 13, 1865.

Class No. 2, stone.

1,000 tons split granite paving blocks	$2 58	per ton.

To be delivered in ninety days from date of contract.

TRICKEY, JEWETT & COOK. DATE OF CONTRACT, JULY 13, 1865.

Class No 5, oak and hard wood.

4 cords white oak buts, from 7 to 10 inches diameter, not over 4 to 8 feet long	$12 00	per cord.
3 cords hickory buts	16 00	per cord.
1,000 feet 2¼-inch white ash plank, board measure	50 00	per M.
1,000 feet 2-inch white ash plank, board measure	50 00	per M.
500 feet 1-inch oak boards, board measure	35 00	per M.
500 feet 2-inch oak plank, board measure	45 00	per M.
500 feet 3 inch oak plank, board measure	45 00	per M.
500 feet 4-inch oak plank, board measure	50 00	per M.
500 feet 5-inch oak plank, board measure	50 00	per M.
500 feet 6-inch oak plank, board measure	50 00	per M.
1,000 feet 2-inch second growth white ash plank, board measure	45 00	per M.
200 feet dry mahogany boards, 1 inch thick, board measure	20	per foot.
300 feet dry mahogany plank, 2 inches thick, board measure	20	per foot.
200 feet dry mahogany plank, 2½ inches thick, board measure	20	per foot.
1 cord white walnut buts, 6 to 12 feet long, 8 to 12 inches diameter	20 00	per cord.
300 feet cherry plank, dry, 2 inches thick, board measure	06	per foot.
300 feet black walnut boards, 1 inch thick, board measure	08	per foot.

To be delivered as required.

TRICKEY, JEWETT & COOK. DATE OF CONTRACT, JULY 13, 1865.

Class No. 6, white pine, spruce, juniper, and cypress.

50,000	feet, board measure, No. 1 spruce boards, not less than 16 feet long	$16 00	per M.
40,000	feet, board measure, 2-inch spruce staging plank, not less than 12 inches wide, and 20 feet long	17 00	per M.
25,000	feet, board measure, 3 inches by 4 inches, spruce joist	17 00	per M.
20,000	spruce laths	1 50	per M.
5,000	feet, board measure, 1-inch pine boards, No. 3	40 00	per M.
2,000	feet, board measure, No. 1 seasoned white pine boards, 1 inch thick	60 00	per M.
2,000	feet, board measure, No. 1 seasoned white pine boards, 1¼ inch thick	60,00	per M.
11,000	feet, board measure, No. 2 seasoned white pine boards, 1 inch thick	50 00	per M.
1,000	feet, board measure, No. 2 seasoned white pine boards, 1¼ inch thick	50 00	per M.
5,000	feet, board measure, No. 3 seasoned white pine boards, 1¼ inch thick	38 00	per M.
6,000	feet, board measure, No. 3 seasoned white pine boards, 1 inch thick	40 00	per M.
2,000	feet, board measure, No. 1 seasoned white pine plank, 1½ inch thick	60 00	per M.
2,000	feet, board measure, No. 1 seasoned white pine plank, 2 inches thick	60 00	per M.
2,000	feet, board measure, No. 1 seasoned white pine plank, 3 inches thick	60 00	per M.
1,000	feet, board measure, No. 2 seasoned white pine plank, 1½ inch thick	50 00	per M.
6,000	feet, board measure, No. 2 seasoned white pine plank, 2 inches thick	50 00	per M.
5,000	feet, board measure, No. 2 seasoned white pine plank, 3 inches thick	50 00	per M.
5,000	feet, board measure, No. 3 seasoned white pine plank, 1½ inch thick	35 00	per M.
4,000	feet, board measure, No. 3 seasoned white pine plank, 2 inches thick	40 00	per M.
4,000	feet, board measure, No. 3 seasoned white pine plank, 3 inches thick	40 00	per M.

To be delivered as required.

C. C. WENTWORTH. DATE OF CONTRACT, JULY 13, 1865.

Class No. 7, lime, hair, and plaster.

250	casks best quality eastern lime	$1 25	per cask.
50	bushels long hair	55	per bushel.
25	tons kaoline, (2,240 pounds per ton)	4 50	per ton.
10	barrels calcined plaster	2 25	per barrel.
100	tons pipe-clay (2,240 pounds per ton)	4 25	per ton.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 8, cement.

300	casks best quality hydraulic cement	$1 97	per cask.

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9, gravel and sand.

1,000	tons paving gravel	$0 75	per ton.
500	tons building sand	75	per ton.
150	tons beach sand	1 00	per ton.

To be delivered within sixty days from date of contract.

C. W. & J. WHITEHEAD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9½, moulding and fire sand, and fire-clay.

300 tons fire-sand, best quality	$3 00	per ton.
200 tons moulding sand, best quality	3 00	per ton.

To be delivered within sixty days from date of contract.

C. W. WENTWORTH. DATE OF CONTRACT, JULY 13, 1865.

Class No. 11, iron, iron spikes, and nails.

7,100	pounds best refined American round iron, sizes as required, from ¼ to 3 inches diameter	$0 04½	per pound.
800	pounds Russia sheet iron, No. 14	24	per pound.
3,000	pounds English sheet iron, No. 20 to 23	08½	per pound.
1,000	pounds R. G. sheet iron, No. 22 to 24	10	per pound.
100	pounds annealed iron wire, No. 18	14	per pound.
100	pounds iron wire, No. 12	09½	per pound.
500	pounds ⅞ inch square Swedes iron	08	per pound.
1,000	pounds 1½ by ⅜-inch ox-shoe shape Swedes iron	08	per pound.
500	pounds horse nail-rods, Norway iron	08	per pound.
1,000	pounds Norway thimble iron, sizes as required	08	per pound.
2,000	pounds best refined American flat iron, sizes as required, from 1½ to 3 inches side, and from ½ to 1 inch thick	04½	per pound.
300	pounds best refined American square iron, ¾ inch	04½	per pound.
300	pounds Swedes iron, square, ¾ to ⅞ inch, as required	08	per pound.
500	pounds Lowmoor iron, round, ⅝ to 2 inches, as required	12½	per pound.
700	pounds best iron wire, Nos. 2 to 16, as required	11	per pound.
5,000	pounds boiler plate iron, best American charcoal, 5/16-inch	05.04	per pound.
2,000	pounds boiler plate iron, best American charcoal, 3/16-inch	07½	per pound.
2,000	pounds boiler plate iron, best American charcoal, No. 10	07½	per pound.
1,000	pounds boiler plate iron, best American charcoal, No. 14	07½	per pound.
600	pounds finishing nails, 6*d* to 10*d*	05.35	per pound.
13,700	pounds cut nails, assorted, 3*d* to 6*d*, as required	05.35	per pound.
200	pounds finishing nails, 6*d* to 10*d*, assorted	05.35	per pound.
30	pounds finishing nails, ½ to 1¾ inch, assorted	20	per pound.
100	pounds cut sheathing nails, 3½ inches	08	per pound.
1,700	pounds cut spikes, 5 to 7 inches, as required	05.35	per pound.
100	pounds 6*d* malleable iron nails	08	per pound.
200	pounds boiler rivets, 1½ by ⅝ inch	09½	per pound.
200	pounds boiler rivets, 1 by ⅜ inch	16	per pound.
100	pounds boiler rivets, 1 by ¼ inch	17	per pound.
25	pounds clout nails	20	per pound.

All the above articles to be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 12, steel.

500	pounds square cast steel, sizes as required	$0 19	per pound.
500	pounds German steel, sizes as required	11	per pound.
1,000	pounds hoop (L.) blistered steel, large size	13	per pound.
300	pounds caulking steel, ⅞ by ½	13	per pound.
5,575	pounds best cast steel, flat, sizes as required, ½ to 4½ inches side, ⅛ to 1¼ inch thick	18¾	per pound.
14,350	pounds best cast steel, square, sizes as required, ¼ to 3½ inches	18¾	per pound.
2,075	pounds best cast steel, round, sizes as required, ⅜ to 3½ inches diameter	18¾	per pound.
5,700	pounds best cast steel, octagon, sizes as required, ⅜ to 1⅛ inch	18¾	per pound.

The above to be delivered as required.

S. S. Rowland. Date of contract, July 13, 1865.

Class No. 13, pig-iron.

150	tons American anthracite No. 1 pig-iron, best quality	$35 00	per ton.
50	tons Scotch No. 1 pig-iron	35 00	per ton.

To be delivered within sixty days from date of contract.

S. G. Howe & Co. Date of contract, July 13, 1865.

Class No. 14, files.

6	dozen 16-inch cast-steel flat bastard files	$8 73	per dozen.
50	dozen 14-inch cast-steel flat bastard files	6 05	per dozen.
130	dozen 12-inch cast-steel flat bastard files	4 20	per dozen.
20	dozen 10-inch cast-steel flat bastard files	2 95	per dozen.
10	dozen 8-inch cast-steel flat bastard files	2 00	per dozen.
10	dozen 6-inch cast-steel flat bastard files	1 40	per dozen.
2	dozen 4-inch cast-steel flat bastard files	1 00	per dozen.
13	dozen 14-inch cast-steel flat second-cut files	7 30	per dozen.
20	dozen 12-inch cast-steel flat second-cut files	5 20	per dozen.
5	dozen 10-inch cast-steel flat second-cut files	3 60	per dozen.
10	dozen 8-inch cast-steel flat second-cut files	2 50	per dozen.
5	dozen 6 inch cast-steel flat second-cut files	1 60	per dozen.
3	dozen 4-inch cast-steel flat second-cut files	1 25	per dozen.
12	dozen 14-inch cast-steel flat smooth files	7 90	per dozen.
12	dozen 12-inch cast steel flat smooth files	5 50	per dozen.
13	dozen 10-inch cast-steel flat smooth files	3 75	per dozen.
9	dozen 8-inch cast-steel flat smooth files	2 80	per dozen.
9	dozen 6-inch cast-steel flat smooth files	1 90	per dozen.
12	dozen 12-inch cast steel flat dead smooth files	11 00	per dozen.
9	dozen 10-inch cast-steel flat dead smooth files	7 50	per dozen.
6	dozen 8-inch cast-steel flat dead smooth files	5 60	per dozen.
2	dozen 4-inch cast-steel flat dead smooth files	2 80	per dozen.
19	dozen 14-inch cast steel flat hand bastard files	7 50	per dozen.
14	dozen 12-inch cast-steel flat hand bastard files	5 10	per dozen.
8	dozen 10-inch cast-steel flat hand bastard files	3 60	per dozen.
3	dozen 8-inch cast-steel flat hand bastard files	2 50	per dozen.
3	dozen 6-inch cast-steel flat hand bastard files	1 70	per dozen.
12	dozen 12-inch cast-steel flat hand second-cut files	6 30	per dozen.
8	dozen 10-inch cast-steel flat hand second-cut files	4 30	per dozen.
4	dozen 6-inch cast-steel flat hand second-cut files	2 00	per dozen.
4	dozen 4-inch cast-steel flat hand second-cut files	1 30	per dozen.
1	dozen 12-inch cast-steel flat hand smooth files	6 80	per dozen.
1	dozen 10-inch cast-steel flat hand smooth files	4 60	per dozen.
6	dozen 16-inch cast-steel bastard equalling files	12 60	per dozen.
6	dozen 18-inch cast steel bastard equalling files	16 75	per dozen.
6	dozen 14-inch cast-steel bastard equalling files	9 05	per dozen.
6	dozen 12-inch cast-steel bastard equalling files	6 05	per dozen.
6	dozen 8-inch cast-steel bastard equalling files	3 10	per dozen.
6	dozen 16-inch cast-steel second-cut equalling files	14 95	per dozen.
6	dozen 14-inch cast-steel second-cut equalling files	10 50	per dozen.
5	dozen 12-inch cast-steel second-cut equalling files	7 30	per dozen.
2	dozen 6-inch cast-steel second-cut equalling files	2 40	per dozen.
1	dozen 14-inch cast-steel square blunt files	9 00	per dozen.
2	dozen 12-inch cast-steel square blunt files	6 00	per dozen.
2	dozen 10-inch cast-steel square blunt files	4 30	per dozen.
1	dozen 8-inch cast-steel square blunt files	3 10	per dozen.
2	dozen 16-inch cast-steel square bastard files	9 05	per dozen.
5	dozen 14-inch cast-steel square bastard files	6 00	per dozen.
10	dozen 12-inch cast-steel square bastard files	4 30	per dozen.
10	dozen 10-inch cast-steel square bastard files	3 10	per dozen.
5	dozen 8-inch cast-steel square bastard files	2 10	per dozen.
5	dozen 6-inch cast-steel square bastard files	1 50	per dozen.
5	dozen 4-inch cast steel square bastard files	1 05	per dozen.
4	dozen 16-inch cast-steel round bastard files	9 50	per dozen.
10	dozen 14-inch cast-steel round bastard files	6 50	per dozen.

10 dozen 12-inch cast-steel round bastard files	$4 60	per dozen.
10 dozen 10-inch cast-steel round bastard files	3 00	per dozen.
10 dozen 8-inch cast-steel round bastard files	2 10	per dozen.
6 dozen 6-inch cast-steel round bastard files	1 45	per dozen.
5 dozen 4-inch cast-steel round bastard files	1 00	per dozen.
2 dozen 14-inch cast-steel round blunt files	9 50	per dozen.
2 dozen 12-inch cast-steel round blunt files	6 50	per dozen.
1 dozen 10-inch cast-steel round blunt files	4 60	per dozen.
10 dozen 14-inch cast-steel half-round bastard files	6 50	per dozen.
5 dozen 18-inch cast-steel half-round bastard files	13 00	per dozen.
28 dozen 12-inch cast-steel half-round bastard files	4 60	per dozen.
15 dozen 10-inch cast-steel half-round bastard files	3 10	per dozen.
10 dozen 8-inch cast-steel half-round bastard files	2 10	per dozen.
8 dozen 6-inch cast-steel half-round bastard files	1 50	per dozen.
6 dozen 4-inch cast-steel half-round bastard files	1 00	per dozen.
5 dozen 12-inch cast-steel half-round second-cut files	5 50	per dozen.
5 dozen 14-inch cast-steel half-round second-cut files	7 50	per dozen.
5 dozen 10-inch cast-steel half-round second-cut files	3 63	per dozen.
5 dozen 8-inch cast-steel half-round second-cut files	2 60	per dozen.
6 dozen 6-inch cast-steel half-round second-cut files	1 75	per dozen.
4 dozen 4-inch cast-steel half-round second-cut files	1 25	per dozen.
6 dozen 14-inch cast-steel half-round smooth files	8 70	per dozen.
4 dozen 12-inch cast-steel half-round smooth files	6 20	per dozen.
4 dozen 10-inch cast-steel half-round smooth files	4 10	per dozen.
6 dozen 6-inch cast-steel half-round smooth files	2 00	per dozen.
2 dozen 14-inch cast-steel half-round dead smooth files	17 40	per dozen.
4 dozen 12-inch cast-steel half-round dead smooth files	12 40	per dozen.
6 dozen 10-inch cast-steel half-round dead smooth files	8 20	per dozen.
6 dozen 6-inch cast-steel half-round dead smooth files	4 00	per dozen.
45 dozen 3-inch Stubbs's taper saw files	2 34	per dozen.
8 dozen 3½-inch Stubbs's taper saw files	2 34	per dozen.
16 dozen 4-inch Stubbs's taper saw files	2 62	per dozen.
12 dozen 4½-inch Stubbs's taper saw files	3 00	per dozen.
255 dozen 5-inch Stubbs's taper saw files	3 32	per dozen.
4 dozen 5½-inch Stubbs's taper saw files	3 74	per dozen.
57 dozen 6-inch Stubbs's taper saw files	4 56	per dozen.
6 dozen 7-inch Stubbs's taper saw files	5 96	per dozen.
6 dozen 8-inch Stubbs's taper saw files	7 36	per dozen.
6 dozen 9-inch Stubbs's taper saw files	8 76	per dozen.
2 dozen 8-inch flat mill-saw files	2 20	per dozen.
5 dozen 12-inch flat mill-saw files	4 55	per dozen.
5 dozen 14-inch cast-steel mill-saw files	6 40	per dozen.
20 dozen 12-inch cast-steel mill-saw files	4 55	per dozen.
15 dozen 10-inch cast-steel mill-saw files	3 25	per dozen.
3 dozen 8-inch cast-steel mill-saw files	2 20	per dozen.
2 dozen 6-inch cast-steel mill-saw files	1 50	per dozen.
2 dozen 4-inch cast-steel mill-saw files	1 10	per dozen.
2 dozen 8-inch cast-steel mill-saw round-edge files	2 20	per dozen.
2 dozen 10-inch cast-steel mill-saw round-edge files	3 25	per dozen.
1 dozen 12-inch cast-steel mill-saw round-edge files	4 60	per dozen.
4 dozen 5-inch cast-steel ward bastard files	3 00	per dozen.
1 dozen 3-inch cast-steel ward bastard files	2 25	per dozen.
1 dozen 5-inch cast-steel ward smooth files	4 13	per dozen.
1 dozen 3-inch cast-steel ward smooth files	2 62	per dozen.
1 dozen 6-inch cast-steel knife bastard files	3 00	per dozen.
2 dozen flat-round cabinet wood files, largest size	8 25	per dozen.
2 dozen 9-inch cabinet files	3 40	per dozen.
2 dozen 10-inch cabinet files	4 10	per dozen.
2 dozen 12-inch cabinet files	5 75	per dozen.
2 dozen 8-inch half-round wood rasps	2 30	per dozen.
2 dozen 10-inch half-round wood rasps	3 40	per dozen.
2 dozen 12-inch half-round wood rasps	5 00	per dozen.
1 dozen 14-inch horse rasps	6 80	per dozen.
7 dozen 12-inch wood rasps	5 00	per dozen.
5 dozen 12-inch half-round wood rasps	5 00	per dozen.
½ dozen 12-inch rat-tail files, medium	5 00	per dozen.

13 dozen 7-inch cross-cut saw files	$1 85	per dozen
6 dozen 3-inch fine saw files	85	per dozen.
10 dozen 14-inch flat saw files	6 40	per dozen.
350 dozen 5½ inch pit-saw files, single cut	1 60	per dozen.
4 dozen 5½-inch half-round pit-saw files	1 60	per dozen.
2 dozen flat-round iron files, largest, and coarse kind	9 75	per dozen.
25 dozen 14-inch flat hand-cut bastard files	6 05	per dozen.
25 dozen 14-inch half-round hand-cut bastard files	6 50	per dozen.
10 dozen 12-inch half-round hand-cut bastard files	4 60	per dozen.
2 dozen 14-inch hand-cut horseshoe rasps	6 80	per dozen.
4 dozen 14-inch flat second-cut hand-cut files	7 30	per dozen.
4 dozen 14-inch half-round second-cut hand-cut files	7 50	per dozen.
8 dozen 14-inch round hand-cut bastard files	6 50	per dozen.
6 dozen 12-inch round hand-cut bastard files	4 60	per dozen.
4 dozen 14-inch square hand-cut bastard files	6 00	per dozen.
1 dozen 7-inch handsaw files, hand-cut	2 10	per dozen.
½ dozen 5-inch handsaw files, hand-cut	1 20	per dozen.
11 dozen 3-inch hand-cut taper saw files	85	per dozen.
15 dozen 4-inch hand-cut taper saw files	95	per dozen.
15 dozen 5-inch hand-cut taper saw files	1 20	per dozen.
10 dozen 8-inch hand-cut taper saw files	2 65	per dozen.
6 dozen 9-inch hand-cut mi l-saw files	2 70	per dozen.
½ dozen 10-inch flat fine-cut files	3 75	per dozen.
½ dozen 12-inch rat-tail files	4 60	per dozen.
1 dozen 14-inch fine bastard files	6 05	per dozen.
1 dozen 12-inch files—4 coarse, 4 medium, and 4 fine	5 25	per dozen.
½ dozen 12-inch half-round files—2 coarse, 2 medium, and 2 fine	5 80	per dozen.
½ dozen 7-inch saw files, coarse	2 10	per dozen.
½ dozen 5-inch saw files, medium	1 20	per dozen.

All the above files to be equal to the best hand-cut, and to be delivered as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 15, paints, oils, and glass.

300 gallons alcohol, 95 per cent. proof	$4 15	per gallon
80 gallons fine linseed oil, (English)	1 20	per gallon.
760 gallons linseed oil	1 27	per gallon.
20 gallons neat's-foot oil	1 70	per gallon.
202 gallons spirits turpentine	1 25	per gallon.
160 gallons naphtha	55	per gallon.
40 gallons pure white spirits turpentine Demar varnish	3 00	per gallon.
60 gallons coach spirits turpentine varnish	3 75	per gallon.
3,000 feet first quality double-thick cylinder glass, as required	232 00	per M.
10,000 pure dry white lead	12	per pound.
1,200 pounds pure dry red lead	12	per pound.
100 pounds black lead	11	per pound.
700 pounds French yellow dry	04	per pound.
500 pounds Venetian red dry	04	per pound.
2,025 pounds whiting	03	per pound.
500 pounds pure dry white French zinc	09	per pound.
60 pounds chrome green dry, New England, first quality M	19	per pound.
6 pounds orange chrome yellow dry	25	per pound.
10 pounds raw terra de sienna dust	12	per pound.
20 pounds burnt umber	08	per pound.
10 pounds Chinese vermillion	1 65	per pound.
20 pounds English vermillion	1 60	per pound.
40 pounds ultramarine blue	40	per pound.
20 pounds manganese	08	per pound.
120 pounds New Zealand gum	35	per pound.
50 pounds lampblack	12	per pound.
556 pounds gum-shellac	83	per pound

To be delivered as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 16, ship-chandlery.

800	pounds muriatic acid	$0 10	per pound.
2,0 0	pounds sulphuric acid	08	per pound.
200	pounds sal-ammoniac	20	per pound.
15	pounds carbonate of ammonia	30	per pound.
2	pounds crude gum-arabic	1 00	per pound.
5	pounds pulverized gum-arabic	1 00	per pound.
300	pounds soda-ash	07	per pound.
12	dozen birch brooms	2 50	per dozen.
90	dozen corn brooms, green, to weigh 36 pounds per dozen,	7 00	per dozen.
6	dozen hickory brooms	4 00	per dozen.
3	dozen corn brooms, large	7 00	per dozen.
3	dozen corn brooms, small	5 00	per dozen.
4	dozen corn brooms, per sample	6 50	per dozen.
6	dozen hand corn brooms	3 25	per dozen.
60	dozen paint brushes, extra (K) 5|o	20 40	per dozen.
10	dozen blind brushes, No. 4 (R)	7 14	per dozen.
8	dozen varnish brushes, assorted sizes	6 17	per dozen.
2	dozen size or scrubbing brushes, assorted sizes	4 59	per dozen.
14	dozen bench or hand brushes	12 24	per dozen.
6	dozen flat wall brushes	9 35	per dozen.
6	flue brushes	75	each.
2	brush brooms	50	each.
3	dust brushes	40	each.
1	dozen paint brushes, per sample	20 50	per dozen.
4	dozen paint brushes, flat	5 25	per dozen.
6	dozen paint brushes, round	5 95	per dozen.
30	dozen sash tools, assorted sizes	1 50	per dozen.
40	dozen flat fitch tools, assorted sizes	3 82	per dozen.
20	dozen painters' dusters	7 65	per dozen.
1	full set graining tools	30 00	per set.
2	gross camel's hair pencils, to be selected	20 00	per gross.
2	gross sable hair pencils, to be selected	35 00	per gross.
6½	dozen scrubbing brushes	4 59	per dozen.
6	dozen stove brushes	8 00	per dozen.
7	copying brushes	50	each.
36	glue brushes, size as required, from #2 tin-sash to No. 16,	4 75	each.
24	varnish brushes, McLaughlin's extra—6 No. 3, 6 No. 5, 12 No. 6	21	each.
30	varnish brushes, flat, in tin doubled, filled—12 1-inch, 12 1½ inch, 6 2-inch	17	each.
6	camel's hair gilders' tools, No. 4	15	each.
6	camel's hair tools, round, assorted	20	each.
6	bear's hair gilders' tools, No. 8	20	each.
6	dozen best quality whitewash brushes, sample at yard	48 45	per dozen.
6	dozen hand whitewash brushes	6 38	per dozen.
4	dozen common whitewash brushes	7 23	per dozen.
4	dozen McLaughlin's elastic horse brushes, No. 524	15 30	per dozen.
1	dozen glue brushes, assorted	3 62	per dozen.
3	dozen soft brushes, sizes as required	4 25	per dozen.
3	dozen stiff brushes	6 50	per dozen.
30	feather dusters, per sample	4 25	each.
24	dozen machine dust brushes, the handles to be 17 inches long, 7 inches of the flat surface to be covered with bristles, the bristles to be 4 inches long from the surface of the wood	13 00	per dozen.
3	dozen bushel baskets, sample to be seen at the yard	8 00	per dozen.
147	two bushel baskets, samples to be seen at the yard	1 25	each.
3	waste baskets	75	each.
400	pounds borax, best refined	37	per pound.
10	pounds borax, pulverized	37	per pound.
48	ox-bows, as per sample	75	each.
15	pounds beeswax	60	per pound.
110	feet file card, for cleaning files	2 25	per foot.

2	boxes candles, adamantine, best quality	$5 00	per box.
6	pounds sperm candles	50	per pound.
5	dozen currycombs	4 50	per dozen.
12	dozen ox-cards	2 75	per dozen.
16	pounds red chalk	10	per pound.
1,630	pounds white chalk	04	per pound.
400	crucibles, Nos. as required, (20,000 numbers)	09	per No.
11	pounds crocus	20	per pound.
½	cord birch brush	20 00	per cord.
6	pair blacksmiths' bellows, 48 inches	49 00	per pair.
50	barrels sea coal facings	2 19	per barrel.
8	barrels sour flour	5 00	per barrel.
1	portable pitch furnace and kettle, largest size	35 00	each.
6	leather fly-nets	2 50	each.
50	pounds pulverized glass	25	per pound.
300	pounds No. 1 glue, Upton's best	20	per pound.
315	pounds best quality glue	19	per pound.
25	pounds fish glue	50	per pound.
300	barrels distillers' lees	2 00	per barrel.
500	pounds pulverized black lead	10	per pound
38	sides lacing leather, as per sample	3 00	per side.
24	sides pump leather, shaved and dressed	11 00	per side.
3	sides Moffett's harness leather	7 50	per side.
4	sides stuffed packing leather	6 00	per side.
3	sides bellows leather	6 00	per side.
1	side sole leather	10 00	per side.
8	pounds lampblack	17	per pound.
4	chalk-lines, 100 feet each, as per sample	50	each.
12	fine seagrass lines, 60 feet each, best quality	75	each.
7	gross matches	3 00	per gross.
400	seaming needles, as per sample	2 50	each.
200	four-thread needles, as per sample	2 37	each.
200	six-thread needles, as per sample	2 25	each.
1	dozen bottles gargling oil	6 00	per dozen.
110	pounds prussiate of potash	47	per pound.
8	dozen papers of glaziers' points	1 44	per dozen.
3	dozen carpenters' pencils	6 00	per dozen.
300	pounds potash	09½	per pound.
100	pounds best stove polish	10	per pound.
10	pounds rotten-stone	06	per pound.
10	gallons New England rum	2 75	per gallon.
400	pounds sal-soda	04	per pound.
6	dozen Arkansas oilstones	1 00	per dozen.
300	pounds soda-ash	07	per pound.
60	pounds sponge	1 00	per pound.
10	pounds carriage sponge	1 00	per pound.
40	pounds pulverized pumice-stone	06	per pound.
2	grindstones, 4 feet diameter, 5 inches thick, with axles and roller boxes complete	32 00	each.
1	grindstone, 32 inches diameter, 3 inches thick	12 00	each.
7	grindstones, 48 inches diameter, 6 inches thick	18 00	each.
30	chamois skins	40	each.
9	boxes bar soap	9 00	per box.
100	pounds best brown family soap	16	per pound.
96	pounds castile soap, best quality	19	per pound.
31	pounds whipping twine	65	per pound.
2	tapes, oiled, measuring 100 feet, divided to inches	3 00	each.
2	tapes, oiled, measuring 100 feet, per sample	3 00	each.
1	tape, oiled, measuring 50 feet, per sample	2 00	each.
24	tapes, measuring, per sample	2 00	each.
1,000	pounds best beef tallow	13	per pound.
2,800	pounds cotton waste	18	per pound.
1	bale wick yarn	15 00	per bale.
5,000	hickory withes	02	each.
12	ox-yokes, as per sample	5 00	each.
1	Fairbanks's platform scale, to weigh 600 pounds	30 00	each
1	Fairbanks's iron scale, spring platform, to weigh 4 tons,	235 00	each.

1 Fairbanks's counter scale, to weigh 50 pounds	$14 00	each.

The above articles to be delivered as required.

C. C. WENTWORTH. DATE OF CONTRACT, JULY 13, 1865.

Class No. 17, hardware.

6 belt awls	$0 33	each.
1 anvil, to weigh 300 pounds	14	per pound.
12 anvils, to average 400 pounds, (4,800 pounds)	14	per pound.
4 dozen wood axes	17 00	per dozen.
6 dozen pick-axes, steel pointed	18 00	per dozen.
3 pod bits, $\frac{1}{8}$	11	each.
3 pod bits, $\frac{1}{4}$	12	each.
3 pod bits, $\frac{3}{8}$	13	each.
$\frac{1}{2}$ gross buckles and rings, assorted	1 00	per gross.
24 bits, assorted sizes	23	each.
1 wooden bit stock	3 00	each.
3 dozen $\frac{1}{4}$-inch bits, assorted lengths	2 54	per dozen.
3 dozen $\frac{5}{16}$-inch bits, assorted lengths	2 88	per dozen.
2 dozen $\frac{3}{16}$-inch bits, assorted lengths	3 15	per dozen.
2 dozen $\frac{3}{8}$-inch bits, assorted lengths	3 22	per dozen.
2 dozen $\frac{7}{16}$-inch bits, assorted lengths	3 56	per dozen.
12 pod bits, with lip, $\frac{1}{8}$-inch	11	each.
12 pod bits, with lip, $\frac{3}{16}$-inch	12	each.
2 iron bit stocks and bits, complete	5 50	each.
211 M patent iron brads $\frac{1}{4}$-inch to 2-inch	08	per M.
1 paper brads, $1\frac{1}{2}$-inch	06	each.
1 paper brads, 1-inch	04	each.
1 paper brads, $\frac{1}{2}$-inch	02	each.
2 double beading tools, $1\frac{1}{4}$-inch	1 50	each.
2 centre beading tools, $\frac{1}{4}$-inch	66	each.
1 single beading tool, $\frac{3}{8}$ inch	55	each.
1 single beading tool, $\frac{1}{2}$-inch	55	each.
1 single beading tool, $\frac{5}{8}$ inch	66	each.
1 single beading tool, $\frac{3}{4}$-inch	66	each.
3 dozen crowbars, steel pointed	18 00	per dozen.
3 turning chisels, $\frac{1}{4}$-inch	15	each.
12 turning chisels, $\frac{3}{8}$-inch	17	each.
6 turning chisels, $\frac{1}{2}$-inch	19	each.
3 turning chisels, $\frac{5}{8}$-inch	21	each.
3 turning chisels, $\frac{3}{4}$-inch	24	each.
3 turning chisels, $\frac{7}{8}$-inch	27	each.
3 turning chisels, 1-inch	29	each.
3 turning chisels, $1\frac{1}{4}$-inch	38	each.
3 turning chisels, $1\frac{1}{2}$-inch	47	each.
1 dozen $\frac{1}{4}$-inch firmer chisels	1 27	per dozen.
$\frac{1}{2}$ dozen $\frac{1}{2}$-inch firmer chisels	1 47	per dozen.
$\frac{1}{2}$ dozen $\frac{3}{4}$-inch firmer chisels	1 78	per dozen.
$\frac{1}{2}$ dozen 1-inch firmer chisels	2 27	per dozen.
1 pair of calipers, to span 24 inches	2 00	per pair.
1 pair of calipers, to span 18 inches	1 75	per pair.
1 dozen hand clamps, 9 and 14 inches	4 50	per dozen.
12 yards enamel cloth	85	per yard.
$\frac{1}{2}$ ream emery cloth, assorted	35 00	per ream.
100 pounds best copper bolts, clear of flaws, $1\frac{1}{2}$ to 2-inches	44	per pound.
100 pounds brazier's copper	44	per pound.
2 star dies, as per sample	18 00	each.
2 grummet dies, $1\frac{1}{4}$-inch	3 20	each.
300 pounds emery, Nos. 40, 60, 80, 90, 120, and flour	13	per pound.
35 reams Sibley's emery cloth, 12 by 9 inches, Nos. 60, 90, 120, flour and crocus equally divided	35 00	per ream.
3 hay forks, 3-tine, per sample	1 00	each.
12 manure forks	2 00	each.
6 turning gouges, $\frac{1}{4}$-inch	16	each.
12 turning gouges, $\frac{3}{8}$-inch	19	each.
6 turning gouges, $\frac{1}{2}$-inch	23	each.
2 turning gouges, $\frac{5}{8}$-inch	24	each.
3 firmer gouges, $1\frac{1}{2}$-inch	38	each.

2 socket gouges, 1½-inch, ground on inside	$1	25	each.
2 socket gouges, 1¼-inch, ground on inside	1	25	each.
1 dozen 1¼-inch firmer gouges	3	64	per dozen.
1 dozen 1½-inch firmer gouges	4	55	per dozen.
6 dozen pick-axe handles	3	25	per dozen.
7 dozen steel hoes	13	50	per dozen.
6 dozen cotton hooks, per sample	2	50	per dozen.
4 29-inch truss hoops	1	25	each.
4 19-inch truss hoops	1	00	each.
10 planishing hammers, assorted for coppersmiths	1	33	each.
4 dozen pairs brass butt hinges, 2 by 1½	2	50	per dozen.
3 dozen pairs brass butt hinges, 1¼ by ¾	1	08	per dozen.
1 dozen broadaxe hatchets	14	25	per dozen.
1 dozen claw hammers	10	00	per dozen.
1 dozen mason hammers, cast-steel, No. 12	108	00	per dozen.
3 hydraulic jacks, 10, 20, and 50 tons each	125	00	each.
4 jointer irons, 2¾-inch, 2 single and 2 matched		54	each.
4 jointer irons, 3-inch, 2 single and 2 matched		68	each.
12 circular knives to cut ox hides, 8 inches in diameter, as per sample	5	50	each.
3 shoe knives		08	each.
1 dozen lanterns, per sample	21	00	per dozen.
24 dozen hand lamps	4	00	per dozen.
6 brass padlocks	1	00	each.
1 set steel letters and figures, ⅛-inch, for marking brass, &c.	7	50	per set.
1 set cut letters and numbers, ⅝-inch long	2	50	per set.
8 iron ladles, large, for plumbers		80	each.
2,000 pounds lead pipe		14	per pound.
300 pounds sheet lead		14	per pound.
2 dozen brass drawer locks, 3-inch	6	00	per dozen.
2 spirit levels, each 3 feet long	2	50	each.
6 globe lanterns, wire fenders, brass	2	75	each.
24 drawer locks, tumbler	1	00	each.
12 chest locks, tumbler		54	each.
500 pounds iron nuts, hot pressed, square, ⅝ to 1 inch		14	per pound.
1,000 pounds iron nuts, hot pressed, hexagonal, ⅜ to 1½ inch		14	per pound.
13 cutting nippers, Stubbs's, assorted	1	00	each.
3 belt punches		67	each.
1 grooving plane, 1-inch	1	00	each.
6 moulding planes, to pattern	1	75	each.
4 smoothing planes	1	00	each.
10 round pliers, tinners', assorted		67	each.
10 flat pliers, tinners', assorted		67	each.
1 full set of sailmakers' punches, per sample	5	00	per set.
1 set of plough irons, 12 in set, assorted	1	50	per set.
3 pair pliers, round nose, 4-inch, 6-inch, and 9-inch	2	00	per pair.
3 pair pliers, flat nose, 4-inch, 6-inch, and 9-inch	2	00	per pair.
6 hay rakes		33	each.
2 dozen steel rakes	12	00	per dozen.
40 pounds rivets and burrs, ⅝ No. 7 hose		63	per pound.
12 dozen riddles, brass, size as required	19	00	per dozen.
12 jig saws, 18 inches long, $\frac{3}{16}$-inch wide		47	each.
59 reams sand-paper, Nos. 0 to 2½	4	25	per ream.
2 whetstones		75	each.
4 pair lamp scissors		33	per pair.
15 handsaws	2	00	each.
9 cross-cut saws	4	25	each.
6 dozen wood saws, 24 and 26 inches long, assorted widths	8	40	per dozen.
6 wood saws		88	each.
2 dozen iron bench screws, for wooden clamps	15	00	per dozen.
3 dozen 4½-feet cast-steel cross-cut saws	54	00	per dozen.
3 dozen 4-feet cast-steel cross-cut saws	46	80	per dozen.
3 dozen jig saws, 9½ inches long—12 ¼-inch, 6 ⅜ inch, 12 ½-inch, 6 ⅝-inch—each	3	80	per dozen.
1 gross gimlet-pointed iron screws, ½-inch		28	per gross.
2 gross gimlet-pointed iron screws, ¾-inch		39	per gross.

2 gross gimlet-pointed iron screws, 1-inch	$0	48	per gross.
2 gross gimlet-pointed iron screws, 1¼-inch		60	per gross.
2 gross gimlet-pointed iron screws, 1½-inch		90	per gross.
50 gross gimlet-pointed iron screws, ⅜ to 2 inch		56	per gross.
30 gross gimlet-pointed brass screws, ⅜ to 1½ inch	1	17	per gross.
1 dozen iron spokeshaves, 3-inch	3	00	per dozen.
1 dozen iron spokeshaves, 3½-inch	3	00	per dozen.
2 saw-sets, H. Aiken's patent		90	each.
4 12-inch tongue squares, steel	1	00	each.
2 jackscrews, largest size, with hooks for canting timber and masts, best quality	30	00	each.
6 jackscrews	22	00	each.
2 sharpening stones	2	50	each.
2 saws for sawing copper and iron, 18 inches long, 12 teeth to an inch	1	50	each.
1 pair shears for cutting copper, 12 inches long	3	00	per pair.
3 stop hollows, ½-inch	1	75	each.
3 stop hollows, ¾-inch	1	75	each.
48 gross 2¼ inches No. 16 wood screws, to repair bobbins, the head of each to be ⅝ of an inch in diameter	1	52	per gross.
3 gross 2-inch screws, No. 15	1	26	per gross.
3 gross 1½-inch screws, No. 13		79	per gross.
3 gross 1¼-inch screws, No. 9		52	per gross.
4 gross 1-inch screws, No. 7		42	per gross.
3 gross ¾-inch screws, No. 5		31	per gross.
3 gross ¾-inch screws, No. 13		57	per gross.
4 gross ½-inch screws, No. 3		26	per gross.
2 bilge shaves, 27 inches long, cut 8 inches	1	50	each.
1 dozen thin plate jig saws, 22 inches long, of R. Graves & Son's make	7	20	per dozen.
1 pair tailors' shears	3	25	per pair.
3 hack-saws, for cutting pipe	8	50	each.
6 pair No. 6 snips, for tinners	4	50	each.
1 dozen door springs	7	50	per dozen.
2 pair small shears		75	per pair.
4 dozen stove shovels	1	75	per dozen.
1 circular saw, 12 inches in diameter, teeth ½-inch from point to point	4	20	each.
1 circular saw, 18 inches in diameter, No. 12, wire gauge, thick, 1⅛-inch hole	9	00	each.
1 circular saw, 20 inches in diameter, No. 11, wire gauge, thick, 1⅛-inch hole	10	80	each.
64 hack-saw blades, 10 inches long, No. 20, wire gauge, thick		50	each.
36 hand screws—12 ½-inch, 12 ¾-inch, and 12 1-inch		38	each.
32 gross wood screws, brass, 1 to 2-inch	4	00	per gross.
232 gross wood screws, iron, ½ to 4-inch		70	per gross.
6 brass sieves, 2 feet diameter	3	00	each.
10 sheets Japanned tin, 14x20		65	per sheet.
12,000 8-ounce iron tacks		09	per M.
6,000 12 to 14-ounce iron tacks		13	per M.
1 paper tacks, 6-ounce		03	per paper.
1 paper tacks, 12-ounce		04	per paper.
6 papers 1 ounce cut-tacks		05	per paper.
4,000 12 to 14-ounce copper tacks		46	per M.
1 tap borer, 8-inches long	1	50	each.
3 boxes D IX tin plate	13	50	per box.
6 boxes 10x14 IX tin plate	14	50	per box.
6 boxes 10x14 IXX tin plate	17	50	per box.
50 pounds Banca tin		40	per pound.
50 glass tubes for water gauges, 16 inches long, ¾-inch outside diameter, annealed		50	each.
6 bench vices, double-screw chain, 6-inch	28	00	each.
4 wrought-iron bench vices	18	00	each.
1 dozen hand vices, Stubbs's, assorted sizes	24	00	per dozen.
800 pounds iron washers, assorted sizes, 3/16 to 1¼-inch hole		16	per pound.

1	wire gauge, largest size	$4 50	each.
2	dozen monkey wrenches, per sample	16 80	per dozen.
48	wrenches, screw, per sample	2 40	each.
1	cask sheet zinc, No. 10	129 46	per cask.
12	Chapman's patent ratchet drills—3 No. 1, 3 No. 2, 3 No. 4, and 3 No. 6	20 50	each.
4	Waterhouse's patent bellows, 26-inch	20 00	each.

To be delivered as required.

A. E. Cutter. Date of contract, July 13, 1865.

Class No. 18, stationery.

3	almanacs, National	$1 00	each.
4	almanacs, Boston, 1866	25	each.
3	almanacs, Farmers', 1866	05	each.

Books.

1	ledger, 16½ by 11 inches, 500 pages	11 50	each.
1	dozen small time, 5 by 3 inches	1 50	per dozen.
1	dozen small time, 6½ by 4 inches, 104 leaves	3 50	per dozen.
1	monthly time, per sample	32 00	each.
3	ledger, per pattern	14 00	each.
1	stock	14 50	each.
270	quarterman's, per sample	50	each.
20	dozen memorandum, small size	2 00	per dozen.
5	dozen memorandum, large size	3 00	per dozen.
6	dozen memorandum, constructors' time	4 80	per dozen.
40	memorandum	20	each.
62	copying	2 25	each.
15	blank, per sample	4 00	each.
12	time, per sample	50	each.
2	dozen memorandum, assorted	2 00	per dozen.
2	3-quire, blank	3 00	each.
16	blank, per pattern	50	each.
16	2-quire, blank	2 00	each.
1	blank, for distribution of time, sample seen at the yard	20 00	each.
1	record, 4-quire, ruled to pattern	4 00	each.
5	dozen small blank, per sample	4 00	per dozen.
2	dozen large blank, per sample	10 00	per dozen.
18	dozen memorandum, per pattern	4 00	per dozen.
1	17 by 14 inches, cloth bound, 130 leaves, as per sample	19 00	each.
2	blank, 4-quire	4 00	each.
2	blank, 6-quire	6 00	each.
2	dozen memorandum, with loops	3 00	per dozen
2	time, chief engineers', per sample	30 00	each.
1	bill, per pattern	12 50	each.
6	master-workmen's accounts	50	each.
32	requisition, ruled and printed, as per sample	4 00	each.
4	inspector of timber	20	each.
1	transfer accounts	1 00	each.
4	muster	5 50	each.
2	inspection	2 00	each.
1	day	12 00	each.
1	report, stock and labor	16 50	each.
1	account, 8-quire, per sample	8 00	each.
3	account, 6-quire, per sample	6 00	each.
12	account, 4-quire, per sample	4 50	each.
6	account, 1-quire, per sample	75	each.
6	entry, 4-quire, per sample	4 50	each.
8	index	1 00	each.
1	reservation	6 50	each.

Blanks, ruled and printed per pattern.

2	quires monthly time, 7 by 17 inches	2 00	per quire.
½	ream inspection of timber certificates	7 00	per ream.

300	timber slips	$0 01	each.
5	reams storekeepers' and constructors' requisitions	6 00	per ream.
12	reams storekeepers' bills	5 00	per ream.
6	reams storekeepers' vouchers	8 00	per ream.
3	reams storekeepers' invoice, cap size	10 00	per ream.
1	ream storekeepers' invoice, letter size	6 50	per ream.
½	ream storekeepers' receipts	6 00	per ream.
4	reams reports, daily labor, naval constructors'	12 00	per ream.
2	reams reports, master-mechanics' naval constructors'	12 00	per ream.
1	ream muster-rolls	20 00	per ream.
½	ream pursers' requisitions	10 00	per ream.
1	ream pursers' receipts	6 50	per ream.
1	ream pursers' certificates of transfer	6 50	per ream.
1	ream master-carpenters' requisitions	6 50	per ream.
1	ream chief engineers' requisitions, large	10 00	per ream.
2	reams chief engineers' requisitions, small	6 50	per ream.
1	ream chief engineers' labor report	10 00	per ream.
1	ream chief engineers' weekly report	10 00	per ream.
1	ream chief engineers' monthly reports	10 00	per ream.
½	ream chief engineers' monthly reports	30 00	per ream.
2	reams chief engineers' report	10 50	per ream.
1	ream shipping orders	6 50	per ream.

Colors—Winsor & Newtons.

6	half-cakes Prussian blue	20	each.
3	half-cakes indigo	20	each.
3	half-cakes Indian red	20	each.
3	half-cakes Indian yellow	40	each.
6	half-cakes gamboge	20	each.
3	half-cakes warm sepia	40	each.
6	cakes India-ink, Japan or China	37	each.
3	cakes India-ink, samples seen at constructing engineer's office	40	each.
12	color brushes, to be selected	25	each.
4	color brushes, camel's hair, to be selected	25	each.
1	color brush, camel's hair, 2½-inch, flat	50	each.
2	cups, glass, with sponge	50	each.
18	clips, patent letter	50	each.
5	directories, Boston, 1865–'66	2 50	each.
4	directories, Charlestown, 1866	1 00	each.
12	desk knives	1 50	each.
15	dozen elastic bands, per sample	50	per dozen.
1	eyelet punch and set of eyelets	2 25	each.
3,500	envelopes, official, white and buff, printed	12 50	per M.
20,000	envelopes, official, white	9 00	per M.
2,500	envelopes, official, buff	8 50	per M.
2,500	envelopes, extra large white	12 00	per M.
12,000	envelopes, small white	5 00	per M.
5,000	envelopes, small buff	4 00	per M.
4,000	envelopes, small white, printed	7 00	per M.
38	erasers	40	each.
21	dozen pieces ink-eraser, J. H. Green's improved	60	per dozen.
69	skeleton files, foolscap size	1 00	each.
3	skeleton files, letter size	75	each.
50	dozen fasteners, patent paper	12	per dozen.
29	folders, paper, per sample	50	each.
34	inkstands, per sample	1 00	each.
81	quart bottles Maynard & Noyes's black ink	50	each.
2	quart bottles Maynard & Noyes's blue ink	50	each.
19	quart bottles Arnold's copying ink	1 50	each.
35	quart bottles Arnold's writing fluid	75	each.
6	quart bottles Carter's copying ink	75	each.
105	large bottles red ink, glass stoppers, per sample	40	each.
1	box mathematical instruments, per sample	10 00	each.
50	quart bottles mucilage	75	each.
2	dozen bottles mucilage, small	20	each.
1	letter balance	2 50	each.

Pencils.

2 dozen Faber's colored, assorted	$1 20	per dozen.
50 dozen lead pencils, per sample	45	per dozen.
6 dozen lead pencils, mould, loft	1 00	per dozen.
50 dozen Eagle's pencils, assorted	70	per dozen.
144 dozen Faber's pencils, assorted	75	per dozen.
2 dozen Faber's assorted hexagonal	1 50	per dozen.
18 dozen soapstone slate	00½	each.

Paper.

26 reams foolscap, per sample	7 50	per ream.
9 reams foolscap, ruled to pattern, two styles	10 00	per ream.
11 reams regulation	9 50	per ream.
9 reams regulation, printed to pattern, three styles	11 50	per ream.
5 reams regulation, printed to pattern, half sheets	12 50	per ream.
30 reams letter, per sample	4 50	per ream.
20 reams letter, printed to pattern, four styles	6 50	per ream.
25 reams note, per sample	3 00	per ream.
15 reams note, per sample	5 00	per ream.
48 sheets bond, largest size	05	per sheet.
8 reams envelope	7 50	per ream.
18 reams wrapping	2 00	per ream.
1 roll cartoon, 51 inches wide	25 00	per roll.
60 sheets double elephant	40	per sheet.
48 sheets antiquarian	1 50	per sheet.
50 sheets tracing, double elephant	15	per sheet.
24 sheets Whatman's cold pressed, double elephant	40	per sheet.
12 sheets Whatman's cold pressed, double elephant, double thick	60	per sheet.
24 sheets Whatman's cold pressed, imperial, double thick,	35	per sheet.
24 sheets Whatman's cold pressed, imperial	20	per sheet.
1 ream log	18 00	per ream.
12 reams foliopost, ruled and printed to pattern	14 00	per ream.
2 quires letter-press, per sample	3 00	per quire.
38 sheets oil	15	per sheet.
158 sheets blotting	01	per sheet.
843 sheets blotting board	08	per sheet.
106 sheets pasteboard, 24 by 30 inches	25	per sheet.

Pens.

2 dozen drawing, per sample	24 00	per dozen.
82 gross steel, per sample	1 00	per gross.
18 gross steel, Gillott's 303	1 00	per gross.
6 gross steel, Gillott's 170	1 00	per gross.
6 gross steel, Gillott's 404	1 00	per gross.
6 cards mapping	1 00	per card.
1 box Henks & Well's, 1021	75	per box.
32 dozen penholders	40	per dozen.
2 penracks	25	each.
15 papers pins, English, medium	10	per paper.
2 dozen pins, drawing	75	per dozen.
½ pound pounce	20	per pound.
2 pounce boxes, with pounce	40	per box.
1 bottle pounce	10	per bottle.
2 dozen pieces of white rubber	60	per dozen.
56 pieces India-rubber, large size	40	each.
8 dozen pieces English rubber, best quality	1 00	per dozen.
5 ——— rulers, round	60	each.
8 ebony rulers, flat	50	each.
6 boxwood rules, 2-feet, 4 fold, brass bound	1 00	each.
1 boxwood rule, 4-feet, 4 fold, brass bound	2 00	each.
10 pair paper shears, per sample	1 50	per pair.
3 pair paper shears, large	2 00	per pair.
1 pair paper shears, small	1 00	per pair.
3 pair office shears, 8-inch blade	2 00	per pair.
7 porcelain slates	1 50	each.

1 Gunter scale	$1 00	each.
6 3-inch ink saucers	40	each.
6 pieces of silk tape	20	each.
86 dozen pieces silk tape, assorted, per sample	3 00	per dozen.
21 dozen pieces red tape	60	per dozen.
3 rolls tracing cloth, 36-inches, Dowse patent	18 00	per roll.
3 rolls tracing cloth, 30-inches, Dowse patent	14 00	per roll.
1 roll tracing cloth, 42-inches, Dowse patent	21 00	per roll.
8 pounds twine	75	per pound
2 pounds twine, small, per sample	1 00	per pound.
6 glass tumblers	20	each.
4½ pounds sealingwax	1 50	per pound.

To be delivered as required.

TRICKEY, JEWETT & COOK. DATE OF CONTRACT, JULY 13, 1865.

Class No. 19, firewood.

50 cords white pine wood	$6 00	per cord.

To be delivered as required.

MULLETT & BRADBURY. DATE OF CONTRACT, JULY 13, 1865.

Class No. 20, hay and straw.

350 tons best timothy hay	$19 48	per ton.
6 tons best rye straw	15 00	per ton.

To be delivered as required.

MULLETT & BRADBURY. DATE OF CONTRACT, JULY 13, 1865.

Class No. 21, provender.

2,000 bushels fine corn meal	$0 92	per bushel.
100 bushels rye meal	1 00	per bushel.
150 bushels cracked corn	92	per bushel.
125 bushels fine feed	50	per bushel.
700 bushels oats	65	per bushel.
8 tons carrots	14 00	per ton.

To be delivered as required.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 22, charcoal.

4,060 bushels of charcoal, birch or maple	$0 24	per bushel.

To be delivered as required.

C. & J. COOPER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 23, belting, packing, and hose.

2 leather belts, 17 feet long, 4 inches wide	$0 40	per foot.
1 leather belt, 21 feet long, 4 inches wide	40	per foot.
1 leather belt, 42 feet long, 4 inches wide	40	per foot.
1 leather belt, 19 feet 8 inches long, 4 inches wide	40	per foot.
1 leather belt, 28 feet long, 3½ inches wide	35	per foot.
50 feet ⅝-inch rubber hose	27	per foot.
2,300 lineal feet single oak tanned leather belting, quantities and sizes as follows: 500 feet length, 2 inches in width; 350 feet length, 2½ inches in width; 700 feet length, 3 inches in width; 400 feet length, 3½ inches in width; 350 feet length, 4 inches in width	30	per lin. foot.
1,925 lineal feet double oak tanned leather belting, in quantities and sizes as follows: 675 feet length, 6 inches in width; 250 feet length, 10 inches in width; 250 feet length, 12 inches in width; 250 feet length, 4 inches in width; 250 feet length, 5 inches in width; 250 feet length, 8 inches in width	75	per lin. foot.
10 square yards of sheet rubber packing, $\frac{1}{16}$-inch thick	5 00	per square yard.

To be delivered as required.

S. S. Rowland. Date of contract, July 13, 1865.

Class No. 24, sperm and lubricating oils.

1,200 gallons best sperm oil, winter strained	$2 00	per gallon.
1,700 gallons best lard oil	1 50	per gallon.

All the above to be delivered within sixty days from date of contract.

C. C. Wentworth. Date of contract, July 13, 1865.

Class No. 26, augers.

16 dozen patent twist ship augers, $\frac{3}{8}$-inch	$5 36	per dozen.
8 dozen patent twist ship augers, $\frac{7}{16}$-inch	5 37	per dozen.
20 dozen patent twist ship augers, $\frac{1}{2}$ inch	5 38	per dozen.
20 dozen patent twist ship augers, $\frac{9}{16}$-inch	6 70	per dozen.
30$\frac{1}{2}$ dozen patent twist ship augers, $\frac{5}{8}$-inch	6 72	per dozen.
30 dozen patent twist ship augers, $\frac{11}{16}$-inch	8 00	per dozen.
30 dozen patent twist ship augers, $\frac{3}{4}$-inch	8 10	per dozen.
30 dozen patent twist ship augers, $\frac{13}{16}$-inch	9 40	per dozen.
25 dozen patent twist ship augers, $\frac{15}{16}$-inch	10 75	per dozen.
25 dozen patent twist ship augers, $\frac{7}{8}$-inch	9 42	per dozen.
4 patent twist ship augers, 1-inch	90	each.
4 patent twist ship augers, $1\frac{1}{16}$-inch	1 00	each.
4 patent twist ship augers, $1\frac{1}{8}$-inch	1 00	each.
4 patent twist ship augers, $1\frac{3}{16}$-inch	1 10	each.
4 screw augers, with cutters, $3\frac{1}{4}$-inch	2 60	each.
1 dozen patent twist ship augers, with screw, $\frac{7}{8}$-inch	9 40	per dozen.
25 dozen treenail ship augers, double twisted, $1\frac{1}{4}$-inch	12 00	per dozen.
20 dozen treenail ship augers, double twisted, $1\frac{1}{8}$-inch	12 00	per dozen.
6 ship augers, with worms, 1-inch	90	each.
6 ship augers, with worms, $\frac{3}{4}$-inch	68	each.
41 ship augers, graduated twist, from $\frac{5}{16}$ to 2 inches	1 12	each.
6 screw augers, $1\frac{1}{4}$-inch	1 00	each.
6 screw augers, $1\frac{3}{8}$-inch	1 10	each.
6 screw augers, $1\frac{1}{2}$-inch	1 20	each.
6 screw augers, $1\frac{5}{8}$-inch	1 30	each.

All the above augers to be delivered within sixty days from date of contract.

Oakman & Eldridge. Date of contract, July 13, 1865.

Class No. 27, anthracite coal.

350 tons, (2,240 pounds per ton,) white ash, egg size, for furnaces and stoves	$8 00	per ton.
600 tons, (2,240 pounds per ton,) Lehigh, lump size, hand picked, for foundry	9 00	per ton.
350 tons, (2,240 pounds per ton,) Lehigh, egg size, for foundry,	8 00	per ton.
4.000 tons, (2,240 pounds per ton,) Lehigh, steamboat size	8 00	per ton.

All the above coal to be of the best quality of its kind, and to be delivered in monthly quantities as required; the whole to be delivered on or before the 1st of December, 1865. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

Oakman & Eldridge. Date of contract, July 13, 1865.

Class No. 29, bituminous Cumberland coal.

1,000 tons, (2,240 pounds per ton,) Cumberland coal, for blacksmiths' use	$8 00	per ton.
1,000 tons, (2.240 pounds per ton,) lump size, Cumberland coal, for foundry use	8 50	per ton.

The above coal to be of the best quality of its kind; to be delivered monthly as required; and all to be delivered by the 1st December, 1865. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

OAKMAN & ELDRIDGE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 30, semi-bituminous Broad Top and Pictou coal.

600 tons, (2,240 pounds per ton,) lump Pictou	$7 00	per ton.
600 tons, (2,240 pounds per ton,) Broad Top	8 00	per ton.

All the above coal to be of the best quality of its kind, and to be delivered monthly as required; and all to be delivered by the 1st December, 1865. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

G. & C. PLACE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 32, machinery and tools.

12 Longley's improved hoisting machines, two of them to have power sufficient for one man to raise 24,000 pounds; three of them to have power sufficient for one man to raise 10,000 pounds; three of them to have power sufficient for one man to raise 6,000 pounds; four of them to have power sufficient for one man to raise 2,000 pounds	$230 00	each.

To be delivered in sixty days from date of contract.

Schedule of materials required at the United States navy yard, Brooklyn, N. Y., for the year ending June 30, 1866.

WILLIAM BOWNE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 1, bricks.

10,000 angle bricks, per sample in constructing engineer's office	$12 00	per M.
100 sets cylinder fire-bricks, for stoves, 8 to 16 inches long, 8 to 14 inches diameter	50	per set.
6 sets cylinder fire-bricks, for cupola, sizes as required	19 00	per set.
260,000 face bricks, equal to the best Croton, true and smooth face, uniform color, size $2\frac{1}{2}$ by $3\frac{3}{4}$ by 8 inches	12 00	per M.
2,300 face bricks, large, $2\frac{1}{2}$ by 8 by 12 inches, with perfectly square corners and angles	100 00	per M.
26,000 No. 1 Amboy fire-bricks, $2\frac{1}{2}$ by $4\frac{1}{2}$ by 9 inches	65 00	per M.
1,305,000 hard burnt bricks, first quality, uniform in size and color, well burnt	8 00	per M.
30,000 moulding bricks	5 00	per M.
200 fire-brick slabs, 20 by 10 by 4 inches, for foundry flue	90	each.

To be delivered as required.

J. R. BODWELL. DATE OF CONTRACT, JULY 13, 1865.

Class No. 2, stone.

20,000 cubic feet rough eastern dimension granite, in lengths from 6 to 16 feet, widths from 3 to 6 feet, and all to work 18 inches rise. Not less than one-tenth of the whole to be 16 feet long, and from 4 to 6 feet wide; not less than one-third of the whole quantity to be 9 to 10 feet long and 3 feet wide. No stone will be received unless it will work exactly 18 inches rise, without pinners or wedges	$0 47	per cubic foot.
7,000 cubic feet rough dimension granite backings, in lengths from 4 to 6 feet, not less than 2 feet wide, and to work so as to lay in 18-inch courses	47	per cubic foot.
8,725 cubic feet dimension split granite, in pieces from 6 to 10 feet long, 1 foot 8 inches to 2 feet 10 inches wide, and from 1 foot to 2 feet 4 inches thick, as required	50	per cubic foot.
7 pieces split granite, 12 feet 2 inches by 2 feet 8 inches by 2 feet	32 41	each.

1 piece split granite, 16 feet 2 inches by 2 feet 8 inches by 2 feet	$33 08	each.
1 piece split granite, 8 feet by 3 feet 2 inches by 2 feet	25 33	each.
3 pieces split granite, 10 feet 1 inch by 1 foot 7 inches by 1 foot 8 inches	13 25	each.
9 pieces split granite, 9 feet 1 inch by 2 feet 6 inches by 1 foot 1 inch	12 29	each.
1,000 cubic feet dimension split granite, to work not less than 3 feet wide and 18 inches thick, when dressed, in lengths of from 4 to 8 feet, for quay wall coping	47	per cubic foot.
400 lineal feet dimension split granite, to work 12 inches wide, and not less than 6 inches thick, when dressed, in lengths of from 4 to 6 feet, averaging 5 feet, for area coping	40	per lineal foot.

All the above dimension split granite to be eastern granite, quarried so that it will work full and square to the dimensions given, and all to be sound, free from seams, powder shakes, sap, or other defects, and of bright and uniform color. To be delivered as required.

DAVID BABCOCK. DATE OF CONTRACT, JULY 13, 1865.

Class No. 2½, stone.

7,000 cubic feet of foundation stone, not less than 6 feet long, 3 feet wide, and 9 inches thick	$0 30	per cubic foot.
1,800 cubic yards building stone, quarried out in regular beds, 20 inches long, 12 inches bed, from 6 to 12 inches rise	2 50	per cubic yard.
1,500 tons water paving stones, good and regular shape, not more than 8 inches nor less than 6 inches in any direction	2 00	per ton.
1,750 cubic yards of broken stone, (North river blue rock,) for concrete, per sample in yard	2 50	per cubic yard.
40,000 Belgian or trap paving blocks, 6 inches square and 8 inches deep, per sample	40 00	per M.
20,000 superficial feet 3-inch North river flagging stone, 4 feet wide, dressed smooth and out of wind	20	per superfi'l foot.
800 lineal feet blue stone curbing, 6 by 24 inches in length, of not less than 5 feet, dressed smooth	55	per lineal foot.

To be delivered as required.

WESLEY SMITH. DATE OF CONTRACT, JULY 13, 1865.

Class No. 3, yellow pine timber.

6,000 cubic feet northern yellow pine timber, to square 14 inches heart, 45 to 55 feet long, best quality, dry	$0 50	per cubic foot.
4,000 cubic feet northern yellow pine timber, to square 14 inches heart, 30 to 40 feet long, best quality, dry	50	per cubic foot.

To be delivered as required.

WATSON & PITTINGER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 4, yellow pine lumber.

150,000 feet board measure 2-inch northern yellow pine mill-worked plank, 6 to 10 inches wide, 15 to 20 feet long, best quality, dry, as required	$35 00	per M.
135,000 feet board measure 3-inch northern yellow pine mill-worked plank, 6 to 10 inches wide, 15 to 20 feet long, best quality, dry, as required	35 00	per M.

To be delivered as required.

WATSON & PITTINGER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 5, oak and hard wood.

200 hickory cant-hook bars, per sample in yard	$1 00	each.
20 white-heart hickory butts, for handles, 12 inches diameter at large end, 10 inches diameter at small end, 8 feet long	4 00	each.

525 feet board measure 3-inch white oak plank, 10 to 16 inches wide, 12 to 16 feet long, as required	$60 00	per M.
24 sticks white oak, 12 inches by 12 inches, and 12 feet long	4 80	each.

The hickory buts to be of tough young wood; the oak to be sound and free from cross-grains, twists, large knots, holes, or other defects. To be delivered as required.

CROSS & AUSTIN. DATE OF CONTRACT, JULY 13, 1865.

Class No. 6, white pine, spruce, juniper, and cypress.

2,500 spruce piles, 13 to 15 inches but, 35 to 50 feet long, sizes as required	$5 50	each.
800 black spruce piles, not less than 16 inches at the but, and 55 feet long	7 00	each.
15,000 feet board measure white pine timber, 7 by 8 inches square, 18 and 20 feet lengths, as required	40 00	per M.
40 sticks white pine timber, sawed 12 inches square, 40 feet long	19 00	each.
40 sticks white pine timber, sawed 14 inches square, 40 feet long	26 00	each.
1,100 lineal feet white pine timber, 12 by 15 inches, not exceeding 45 feet long, as required	60	per lineal foot.
14 pieces white pine timber, 10 by 15 inches, by 60 feet long	30 00	each.
3 pieces white pine timber, 10 by 15 inches, by 63 feet long	31 00	each.
4 pieces white pine timber, 10 by 15 inches, by 48 feet long	24 00	each.
16 pieces white pine timber, 10 by 12 inches, by 35 feet long	14 00	each.
10 pieces white pine timber, 10 by 12 inches, by 43 feet long	17 00	each.
34 pieces white pine timber, 10 by 10 and 12 inches, by 25 feet long	10 00	each.
17 pieces white pine timber, 10 by 10 inches, by 18 feet long	6 00	each.
60 pieces white pine timber, 8 by 10 inches, by 34 feet long	9 00	each.
4 pieces white pine timber, 8 by 10 inches, by 24 feet long	6 25	each.
90 pieces white pine timber, 8 by 8 inches, by 13 feet long	2 75	each.
25 pieces white pine timber, 6 by 12 inches, by 14 feet long	3 25	each.
34 pieces white pine timber, 4 by 10 inches, by 9 feet 6 inches long	1 25	each.
34 pieces white pine timber, 3 by 10 inches, by 6 feet long	60	each.
60 pieces white pine timber, 6 by 9 inches, by 26 feet long	4 65	each.
930 lineal feet white pine timber, 6 by 8 inches, random lengths	16	per lineal foot.
244 lineal feet white pine timber, for posts, 12 by 12 inches, lengths as required	48	per lineal foot.
200 pieces white pine joists, 3 by 4 inches, by 16 feet long.	60	each.
8,000 feet board measure white pine joists, 3 by 4 inches, random lengths	40 00	per M.
5,148 lineal feet spruce timber, 3 by 8 inches, as required	04	per lineal foot.
25,000 lineal feet spruce timber, 4 by 15 inches, as required, for joist	15	per lineal foot.
300 pieces spruce timber, 3 by 14 inches, by 35 feet long	3 70	each.
2,000 pieces hemlock boards, 1 inch thick, 10 inches wide, 13 to 16 feet long	18	each.
2,000 pieces hemlock joists, 3 by 4 inches, not less than 12 feet long	18	each.
1,000 feet board measure white pine boards, $\frac{5}{8}$-inch, No. 2, dry, first quality	25 00	per M.

45,000 feet board measure white pine boards, 1-inch, No. 1, dry	$50 00	per M.
23,500 feet board measure white pine boards, 1-inch, No. 2, dry	40 00	per M.
43,375 feet board measure white pine plank, 1¼-inch, No. 1, dry	50 00	per M.
18,500 feet board measure white pine plank, 1¼-inch, No. 2, dry	40 00	per M.
43,000 feet board measure white pine plank, 1½-inch, No. 1, dry	50 00	per M.
6,000 feet board measure white pine plank, 1½-inch, No. 2, dry	40 00	per M.
18,000 feet board measure white pine plank, 2-inch, No. 1, dry	50 00	per M.
2,750 feet board measure white pine plank, 2-inch, No. 2, dry	40 00	per M.
5,000 pieces Albany boards, 1-inch, No. 2, 10 inches wide, 12 feet long, dry	30	each.
1,500 pieces 1¼-inch Albany plank, No. 2, 10 inches wide, 12 feet long, mill-worked, tongued and grooved	36	each.
2,000 pieces 1½-inch Albany plank, No. 2	50	each.
200 pieces white pine joists, 3 by 4 inches, by 23 feet long	85	each.
5,000 pieces 1¼ inch spruce plank, 10 inches wide, 13 to 16 feet long	25	each.
56,000 feet board measure, mill-worked, tongued and grooved, spruce floor plank, 4½ inches wide, 2 inches thick	25 00	per M.
50,000 feet board measure spruce plank, 3 inches thick, 8 to 10 inches wide, 20 to 30 feet long	21 00	per M.
30,000 feet board measure spruce plank, 4 inches thick, 9 to 12 inches wide, 20 to 35 feet long	21 00	per M.

All the above dimension timber to be sawed to the full dimensions; seasoned dry; free from saps, shakes, large knots, or other defects; straight, and out of wind. To be delivered as required.

WILLIAM BOWNE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 7, lime, hair, and plaster.

2,625 barrels lime, equal to best Thomaston, put up in barrels well hooped, containing 300 pounds each	$1 30	per barrel.
12 barrels plaster of Paris	2 50	per barrel.
50 bushels goats' hair, for plastering	75	per bushel.
50 bushels common hair, for plastering	20	per bushel.

To be delivered as required.

DAVID BABCOCK. DATE OF CONTRACT, JULY 13, 1865.

Class No. 8, Cement.

2,600 barrels hydraulic cement, equal to Hoffman's fresh ground from hydraulic stone, put up in tight barrels well papered, containing 300 pounds each	$1 43	per barrel.
10 barrels fresh Roman cement, best quality, in tight barrels well hooped	11 00	per barrel.
10 barrels fresh Portland cement, best quality, in tight barrels well hooped	12 00	per barrel.
1,000 lineal feet hydraulic cement pipe, 4-inch	12	per lineal foot.
800 lineal feet hydraulic cement pipe, 9-inch	25	per lineal foot.
1,000 lineal feet hydraulic cement pipe, 12-inch	40	per lineal foot.

To be delivered as required.

DAVID BABCOCK. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9, gravel and sand.

104 cubic yards fine white beach sand	$0 60	per cubic yard.
2,200 cubic yards sharp building sand, equal to Staten Island	60	per cubic yard.
120,000 cubic yards sand and gravel filling, free from ashes or rubbish*	40	per cubic yard.

*To be measured in the bank or in the cart by the constructing engineer of the yard, as he shall see fit. To be delivered at the rate of not less than 1,500 nor more than 3,000 cubic yards per week, when required. To be dumped where directed.

The beach and building sand to be delivered as required.

DAVID BABCOCK. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9½, moulding and fire sand and fire-clay.

3,200 cubic yards iron moulding sand, to be delivered where required	$1 75	per cubic yard.
50 cubic yards brass moulding sand	1 50	per cubic yard.
12 barrels ground fire-clay, (constructing engineer,)	1 50	per barrel.
154 cubic yards fire-clay	1 50	per cubic yard.
200 cubic yards fire-sand	1 50	per cubic yard.

To be delivered as required.

JOHN GALT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 10, slate.

440 squares best Susquehanna blue slates, 18 inches long, not less than 9 nor more than 12 inches wide, and ¼ inch thick, as required	$9 50	per square.
25 squares best Susquehanna blue slates, 24 inches long, not less than 12 nor more than 16 inches wide, and ¼ inch thick, as required	9 50	per square.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 11, iron, iron spikes, and nails.

61,000 pounds best American round iron, sizes as required	$0 04½	per pound.
27,000 pounds best American flat iron, sizes as required	04½	per pound.
12,000 pounds best American square iron, sizes as required	04½	per pound.
3,000 pounds horseshoe iron, ½ inch thick, 1 to 1⅛ inch wide	05	per pound.
1,000 pounds wrought iron rods, assorted sizes	07	per pound.
850 pounds hoop iron, assorted	07	per pound.
4 sheets best American charcoal boiler plate iron, 7/16 inch thick, 4 feet diameter	6 00	per sheet.
2 sheets best American charcoal boiler plate iron, 7/16 inch thick, 4 feet 6 inches diameter	6 00	per sheet.
56,000 pounds best American charcoal boiler plate, C. H. No. 1	08½	per pound.
96,000 pounds best American boiler plate, 2 feet wide by ¼ inch thick, in lengths not exceeding 20 feet	06	per pound.
2,328 lineal feet rolled channel or trough iron, 6 inches wide by 5 inches deep, weighing 32 pounds per lineal foot; cut to such lengths as are ordered, not exceeding 20 feet; cross section to be as per drawing	2 20	per lin. foot.
3,456 lineal feet 9-inch rolled iron beams, 30 pounds per foot, cut to lengths as directed, not exceeding 9 feet; cross section as per drawing in constructing engineer's office	2 30	per lin. foot.
2,000 pounds best angle iron, sizes as required	07	per pound.
2,000 pounds best American T iron, sizes as required	08	per pound.
5,075 sheets of iron, best quality, Nos. 14 to 22, wire gauge, 36 by 96 inches, as required	2 40	per sheet.
7,000 pounds best quality sheet iron, thickness and sizes as required	06	per pound.
8,500 pounds best quality sheet iron, ⅛ inch thick, for shutters	06	per pound.
210 sheets best quality Russia sheet iron, Nos. 10 to 20—say 3,360 pounds	4 00	per sheet.
7 bundles galvanized sheet iron, 20 sheets per bundle, Nos. 17 and 18, wire gauge, 36 by 72 inches	16 50	per bundle.
29 best American lap welded iron boiler tubes, 6 inches diameter, 14 feet 6 inches long	36 00	each.
75 best American lap welded iron boiler tubes, 4 inches diameter, 14 feet 6 inches long	18 50	each.
300 best American lap welded iron boiler tubes, 2¼ inches diameter, No. 13, wire gauge, lengths as required, not exceeding 8 feet	4 00	each.

2,000 lineal feet best American lap welded iron boiler tubes, such as required	$1 00	per lin. foot.
50 pounds bellows nails, largest size	30	per pound.
16,800 pounds iron cut-nails, 4*d* to 40*d*	06	per pound.
800 pounds iron cut-nails, brad heads, 6*d* and 10*d*	06	per pound.
300 pounds malleable or clinch iron nails assorted	08	per pound.
620 pounds iron clout nails, assorted sizes	14	per pound.
200 pounds iron clout nails, wrought, per sample	55	per pound.
200 pounds iron nails, wrought, hand made	25	per pound.
450 pounds finishing nails, $\frac{3}{8}$ to 2-inch	14	per pound.
100 pounds horseshoe nails, best quality	35	per pound.
400 pounds lath nails, 3*d* fine	08	per pound.
60 pounds ox-shoe nails, best quality	35	per pound.
100 pounds roofing nails, tinned	18	per pound.
1,000 pounds shingle nails, 4*d*	07	per pound.
4,000 pounds hot pressed hexagonal nuts, wrought iron, $\frac{3}{8}$ to $1\frac{1}{2}$ inch	21	per pound.
10,000 pounds iron boiler rivets, $\frac{5}{8}$ by $1\frac{1}{2}$ inch and over	09	per pound.
4,000 pounds iron boiler rivets, assorted sizes	09	per pound.
300 pounds sheet iron rivets, sizes as required	12	per pound.
1,000 pounds iron rivets, $\frac{3}{4}$ by $2\frac{1}{2}$ inches and over	14	per pound.
825 pounds iron rivets, sizes as required	14	per pound.
325 pounds iron rivets, button heads	06	per pound.
14,000 pounds iron cut spikes, 6 and 7 inches	06	per pound.
9,000 pounds hand made iron spikes, 6 to 12 inches	07	per pound.
1,000 pounds railroad spikes, sizes as required	08	per pound.

The iron to be the best American, equal to Ulster. The boiler iron to be of such sizes and thickness as required, and to stand flanging.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 12, steel.

58,380 pounds best and extra cast steel, equal to Sanderson's, assorted shapes and sizes, such as may be required	$0 18½	per pound.
2,800 pounds German steel, assorted sizes	11	per pound.
2,800 pounds blister steel, assorted sizes, (L)	13	per pound.
1,100 pounds spring steel, assorted sizes	10	per pound.

To be delivered as required.

B. G. CLARKE, AGENT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 13, pig iron.

135 tons No. 1 American anthracite pig iron, 2,240 pounds to the ton, equal to Thomas's	$36 00	per ton.

To be delivered as required.

GEORGE H. CREED. DATE OF CONTRACT, JULY 13, 1865.

Class No. 14, files.

10 dozen 20-inch flat bastard files	$15 00	per dozen.
2 dozen 18-inch flat bastard files	12 00	per dozen.
37 dozen 16-inch flat bastard files	10 00	per dozen.
8 dozen 15-inch flat bastard files	8 00	per dozen.
105 dozen 14-inch flat bastard files, (coarse and fine)	7 00	per dozen.
20 dozen 13-inch flat bastard files	6 00	per dozen.
52 dozen 12-inch flat bastard files	5 00	per dozen.
87 dozen 10-inch flat bastard files	3 50	per dozen.
62 dozen 8-inch flat bastard files	2 20	per dozen.
20 dozen 7-inch flat bastard files	2 00	per dozen.
16 dozen 6-inch flat bastard files	1 50	per dozen.
11 dozen 5-inch flat bastard files	1 50	per dozen.
11 dozen 4-inch flat bastard files	1 50	per dozen.
1 dozen 3-inch flat bastard files	1 50	per dozen.
3 dozen 24-inch equalling bastard files	26 00	per dozen.
3 dozen 22-inch equalling bastard files	24 00	per dozen.

3 dozen 20-inch equalling bastard files	$22 00	per dozen.
2 dozen 18-inch equalling bastard files	17 00	per dozen.
3 dozen 16 inch equalling bastard files	12 00	per dozen.
5 dozen 14-inch equalling bastard files	8 00	per dozen.
3 dozen 12-inch equalling bastard files	5 00	per dozen.
3 dozen 10-inch equalling bastard files	4 50	per dozen.
2 dozen 8-inch equalling bastard files	3 50	per dozen.
10 dozen 20-inch half round bastard files	18 00	per dozen.
20 dozen 18-inch half-round bastard files	15 00	per dozen.
37 dozen 16-inch half-round bastard files	10 00	per dozen.
8 dozen 15 inch half-round bastard files	9 00	per dozen.
93 dozen 14-inch half-round bastard files	7 00	per dozen.
10 dozen 13-inch half-round bastard files	6 00	per dozen.
90 dozen 12-inch half-round bastard files	5 00	per dozen.
60 dozen 10-inch half-round bastard files	3 50	per dozen.
48 dozen 8-inch half-round bastard files	2 50	per dozen.
15 dozen 7-inch half-round bastard files	2 00	per dozen.
29 dozen 6 inch half-round bastard files	1 50	per dozen.
11 dozen 5-inch half-round bastard files	1 50	per dozen.
14 dozen 4-inch half-round bastard files	1 50	per dozen.
1 dozen 3-inch half-round bastard files	1 00	per dozen.
24 dozen 12-inch flat half-round files	5 00	per dozen.
6 dozen 20-inch hand bastard files	15 00	per dozen.
6 dozen 18-inch hand bastard files	14 00	per dozen.
15 dozen 16-inch hand bastard files	11 00	per dozen.
28 dozen 14-inch hand bastard files	8 00	per dozen.
20 dozen 12-inch hand bastard files	5 50	per dozen.
20 dozen 10-inch hand bastard files	3 50	per dozen.
15 dozen 8-inch hand bastard files	2 50	per dozen.
15 dozen 6-inch hand bastard files	2 00	per dozen.
5 dozen 4-inch hand bastard files	1 50	per dozen.
5 dozen 20-inch round bastard files	18 00	per dozen.
5 dozen 18-inch round bastard files	15 00	per dozen.
10 dozen 16-inch round bastard files	10 00	per dozen.
35 dozen 14-inch round bastard files	7 00	per dozen.
41 dozen 12-inch round bastard files	5 00	per dozen.
36 dozen 10-inch round bastard files	3 50	per dozen.
36 dozen 8-inch round bastard files	2 20	per dozen.
21 dozen 6-inch round bastard files	1 50	per dozen.
10 dozen 4-inch round bastard files	1 50	per dozen.
3 dozen 3½-inch round bastard files	1 50	per dozen.
3 dozen 3-inch round bastard files	1 00	per dozen.
8 dozen 20-inch square bastard files	15 00	per dozen.
8 dozen 18-inch square bastard files	13 50	per dozen.
32 dozen 16-inch square bastard files	9 00	per dozen.
6 dozen 15-inch square bastard files	8 00	per dozen.
10 dozen 14-inch square bastard files	6 50	per dozen.
20 dozen 12-inch square bastard files	5 00	per dozen.
28 dozen 10-inch square bastard files	3 50	per dozen.
29 dozen 8-inch square bastard files	2 50	per dozen.
18 dozen 6-inch square bastard files	2 00	per dozen.
6 dozen 5-inch square bastard files	1 50	per dozen.
8 dozen 4-inch square bastard files	1 50	per dozen.
13 dozen blockmakers' files, 6 to 12 inches, per sample	3 50	per dozen.
2 dozen 14-inch round coarse files	7 00	per dozen.
2 dozen 8-inch round coarse files	3 00	per dozen.
4 dozen 8-inch safe-edge files, (coarse and smooth)	3 00	per dozen.
1 dozen 16-inch flat float files	8 00	per dozen.
11 dozen 9-inch handsaw taper files	3 50	per dozen.
6 dozen 8-inch handsaw taper files	3 00	per dozen.
26 dozen 7-inch handsaw taper files	2 50	per dozen.
6 dozen 6½-inch handsaw taper files	2 00	per dozen.
51½ dozen 6-inch handsaw taper files	1 50	per dozen.
8 dozen 5½-inch handsaw taper files	1 50	per dozen.
86 dozen 5-inch handsaw taper files	1 25	per dozen.
50 dozen 4½-inch handsaw taper files	1 00	per dozen.

272 dozen 4-inch handsaw taper files	$1	00	per dozen.
24 dozen 3½-inch handsaw taper files	1	00	per dozen.
6 dozen 3¼-inch handsaw taper files	1	00	per dozen.
119 dozen 3-inch handsaw taper files		75	per dozen.
32 dozen 2½-inch handsaw taper files		75	per dozen.
5 dozen 5-inch knife files, per pattern	1	50	per dozen.
1 dozen 10-inch bastard knife files	3	50	per dozen.
1 dozen 8-inch bastard knife files	3	00	per dozen.
1 dozen 6-inch bastard knife files	2	50	per dozen.
1 dozen 4-inch bastard knife files	2	00	per dozen.
10 dozen 16-inch mill saw files	8	00	per dozen.
48 dozen 14-inch mill-saw files	6	00	per dozen.
48 dozen 12-inch mill-saw files	4	50	per dozen.
63 dozen 10-inch mill-saw files	3	00	per dozen.
5 dozen 9-inch mill-saw files	2	50	per dozen.
46 dozen 8-inch mill-saw files	2	00	per dozen.
3 dozen 7-inch mill-saw files	2	00	per dozen.
30 dozen 6-inch mill-saw files	1	50	per dozen.
150 dozen 5½ inch pit-saw files	2	00	per dozen.
5 dozen 10-inch rat-tail files	3	50	per dozen.
6 dozen 8-inch rat-tail files	2	50	per dozen.
3 dozen 6-inch rat-tail files	1	50	per dozen.
3 dozen 4-inch rat tail files	1	50	per dozen.
4 dozen 3-inch rat-tail files	1	00	per dozen.
2 dozen 24-inch equalling second-cut files	26	00	per dozen.
2 dozen 22-inch equalling second-cut files	24	00	per dozen.
2 dozen 20-inch equalling second-cut files	22	00	per dozen.
1 dozen 18-inch equalling second-cut files	18	00	per dozen.
2 dozen 16-inch equalling second cut files	15	00	per dozen.
2 dozen 14-inch equalling second-cut files	9	00	per dozen.
2 dozen 12-inch equalling second-cut files	6	50	per dozen.
2 dozen 10-inch equalling second-cut files	4	50	per dozen.
10 dozen 16-inch second-cut files	12	00	per dozen.
15 dozen 14-inch second-cut files	8	00	per dozen.
15 dozen 12-inch second-cut files	6	00	per dozen.
15 dozen 10-inch second-cut files	4	00	per dozen.
10 dozen 8-inch second-cut files	3	00	per dozen.
5 dozen 6-inch second cut files	2	00	per dozen.
2 dozen 18-inch hand second-cut files	18	00	per dozen.
10 dozen 16-inch hand second cut files	12	00	per dozen.
15 dozen 14-inch hand second-cut files	9	00	per dozen.
15 dozen 12-inch hand second-cut files	7	00	per dozen.
10 dozen 10-inch hand second-cut files	5	00	per dozen.
6 dozen 8-inch hand second-cut files	3	50	per dozen.
3 dozen 6-inch hand second-cut files	2	50	per dozen.
5 dozen 18-inch half-round second-cut files	15	00	per dozen.
8 dozen 16-inch half-round second-cut files	12	00	per dozen.
10 dozen 14-inch half-round second-cut files	8	50	per dozen.
10 dozen 12-inch half-round second-cut files	6	50	per dozen.
8 dozen 10-inch half-round second-cut files	4	00	per dozen.
5 dozen 8-inch half-round second-cut files	3	00	per dozen.
5 dozen 6-inch half-round second-cut files	2	00	per dozen.
2 dozen 10-inch flat dead smooth files	8	00	per dozen.
5 dozen 12-inch flat smooth files	6	00	per dozen.
5 dozen 10-inch flat smooth files	4	00	per dozen.
6 dozen 8-inch flat smooth files	3	50	per dozen.
1 dozen 4-inch flat smooth files	1	50	per dozen.
5 dozen 20-inch smooth files	20	00	per dozen.
5 dozen 18-inch smooth files	18	00	per dozen.
8 dozen 16-inch smooth files	12	00	per dozen.
12 dozen 14-inch smooth files	8	50	per dozen.
12 dozen 13-inch smooth files	7	50	per dozen.
10 dozen 12-inch smooth files	6	00	per dozen.
10 dozen 10-inch smooth files	4	00	per dozen.
8 dozen 8-inch smooth files	3	00	per dozen.
8 dozen 6-inch smooth files	2	50	per dozen.

8 dozen 4-inch smooth files	$2 00	per dozen.
3 dozen 20-inch hand smooth files	24 00	per dozen.
6 dozen 18-inch hand smooth files	20 00	per dozen.
15 dozen 16-inch hand smooth files	15 00	per dozen.
15 dozen 14-inch hand smooth files	10 00	per dozen.
15 dozen 12-inch hand smooth files	7 50	per dozen.
10 dozen 10-inch hand smooth files	5 00	per dozen.
10 dozen 8-inch hand smooth files	3 00	per dozen.
5 dozen 6-inch hand smooth files	2 50	per dozen.
1 dozen 18-inch dead smooth files	30 00	per dozen.
2 dozen 16-inch dead smooth files	24 00	per dozen.
3 dozen 14-inch dead smooth files	16 00	per dozen.
3 dozen 12-inch dead smooth files	12 00	per dozen.
2 dozen 10-inch dead smooth files	7 00	per dozen.
2 dozen 8-inch dead smooth files	5 00	per dozen.
2 dozen 6-inch dead smooth files	4 00	per dozen.
2 dozen 4-inch dead smooth files	4 00	per dozen.
5 dozen 20-inch half-round smooth files	20 00	per dozen.
5 dozen 18-inch half round smooth files	18 00	per dozen.
15 dozen 16-inch half-round smooth files	14 00	per dozen.
25 dozen 14-inch half-round smooth files	10 00	per dozen.
25 dozen 12-inch half-round smooth files	7 00	per dozen.
25 dozen 10-inch half-round smooth files	4 50	per dozen.
20 dozen 8-inch half-round smooth files	3 50	per dozen.
16 dozen 6-inch half-round smooth files	2 50	per dozen.
12 dozen 4-inch half-round smooth files	2 00	per dozen.
1 dozen 18-inch round smooth files	18 00	per dozen.
2 dozen 16-inch round smooth files	14 00	per dozen.
3 dozen 14-inch round smooth files	10 00	per dozen.
3 dozen 12-inch round smooth files	7 00	per dozen.
2 dozen 10-inch round smooth files	4 50	per dozen.
2 dozen 8-inch round smooth files	3 50	per dozen.
1 dozen 6-inch round smooth files	2 50	per dozen.
1 dozen 18-inch square smooth files	18 00	per dozen.
2 dozen 16-inch square smooth files	13 00	per dozen.
4 dozen 14-inch square smooth files	9 00	per dozen.
2 dozen 12 inch square smooth files	6 00	per dozen.
2 dozen 10-inch square smooth files	4 50	per dozen.
2 dozen 8-inch square smooth files	3 50	per dozen.
1 dozen 6-inch square smooth files	2 50	per dozen.
2 dozen 10-inch square files	3 50	per dozen.
2 dozen 6-inch square files	2 00	per dozen.
2 dozen 4-inch square files	2 00	per dozen.
1 dozen half-round stencil files, assorted plumbers	4 00	per dozen.
2 dozen 24-inch parallel squate files	18 00	per dozen.
2 dozen 22-inch parallel square files	15 00	per dozen.
2 dozen 20-inch parallel square files	14 00	per dozen.
2 dozen 18-inch parallel square files	12 00	per dozen.
2 dozen 16-inch parallel square files	10 00	per dozen.
8 dozen 14-inch parallel square files	6 50	per dozen.
7 dozen 12-inch parallel square files	6 00	per dozen.
6 dozen 10-inch parallel square files	3 50	per dozen.
6 dozen 8-inch parallel square files	3 00	per dozen.
4 dozen 14-inch parallel three-square files	10 00	per dozen.
4 dozen 12-inch parallel three-square files	7 00	per dozen.
4 dozen 10-inch parallel three-square files	5 00	per dozen.
4 dozen 8-inch parallel three-square files	3 00	per dozen.
4 dozen 6-inch parallel three-square files	2 00	per dozen.
4 dozen 4-inch parallel three-square files	1 00	per dozen.
13 dozen 8-inch taper single-cut files	3 00	per dozen.
10 dozen 7-inch taper single-cut files	2 50	per dozen.
19 dozen 6-inch taper single-cut files	2 00	per dozen.
24 dozen 5-inch taper single-cut files	1 50	per dozen.
1 dozen 4½-inch taper single-cut files	1 50	per dozen.
24 dozen 4-inch taper single-cut files	1 00	per dozen.
10 dozen 3-inch taper single-cut files	1 00	per dozen.

8 dozen 2½-inch taper single-cut files	$1	00	per dozen.
14 dozen 6-inch taper double cut files	2	00	per dozen.
5 dozen 5½-inch taper double-cut files	2	00	per dozen.
13 dozen 5-inch taper double-cut files	1	75	per dozen.
11 dozen 4½ inch taper double-cut files	1	50	per dozen.
10 dozen 4-inch taper double-cut files	1	50	per dozen.
3 dozen 3½ inch taper double-cut files	1	50	per dozen.
12 dozen 3-inch taper double-cut files	1	25	per dozen.
8 dozen 2¼-inch taper double cut files	1	00	per dozen.
3 dozen 2 ¼inch taper double-cut files	1	00	per dozen.
½ dozen 9 inch ward files	6	00	per dozen.
4½ dozen 6-inch ward files	2	00	per dozen.
4 dozen 5 inch ward files	1	50	per dozen.
8 dozen 4-inch ward files	1	50	per dozen.
4 dozen 3-inch ward files	1	25	per dozen.
4 dozen 3 inch ward files, thin, per sample, joiner	1	50	per dozen.
1 dozen 8-inch half-round cabinet-makers' rasps	3	50	per dozen.
6 dozen 6 to 12-inch block-makers' wood rasps, per pattern	4	00	per dozen.
2 dozen cabinet-makers' rasps, assorted	4	00	per dozen.
1 dozen 12-inch flat wood rasps	6	00	per dozen.
4 dozen 12-inch half-round wood rasps	6	00	per dozen.
3 dozen 10-inch half-round wood rasps	4	00	per dozen.
1 dozen 15-inch horseshoe rasps	10	00	per dozen.
2 dozen horse rasps	10	00	per dozen.

To be delivered as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 15, paints, oils, and glass.

15,800 pounds pure white lead, in oil	$0	12	per pound.
20 pounds pure black lead, dry, (chief engineer)		10	per pound.
500 pounds red lead, in oil		15	per pound.
2,100 pounds red lead, dry		12½	per pound.
3,000 pounds white zinc, in oil, (Dolson's best American)		10	per pound.
3,100 pounds brown zinc, in oil, (best American)		07	per pound.
400 pounds patent dryer, (English)		12	per pound.
600 pounds Venetian red		04	per pound.
2,300 pounds whiting, (best English)		04	per pound.
1,000 pounds Paris white		06	per pound.
12 pounds burnt umber, in oil		15	per pound.
12 pounds raw umber, in oil		15	per pound.
12 pounds burnt sienna, in oil		20	per pound.
12 pounds raw sienna, in oil		15	per pound.
10 pounds Van Dyke brown, dry		03	per pound.
90 pounds Paris chrome green, in oil, equal to Tieman's		39	per pound.
250 pounds gum-shellac, best		87	per pound.
10 pounds chrome yellow, extra dark		20	per pound.
1,000 pounds yellow ochre		05	per pound.
6 pounds Prussian blue		60	per pound.
300 pounds litharge		12½	per pound.
295 gallons spirits turpentine		75	per gallon.
1,300 gallons linseed oil, raw	1	23	per gallon.
60 gallons linseed oil, boiled	1	25	per gallon.
20 gallons best black Japan varnish	3	00	per gallon.
40 gallons Demar varnish, extra heavy	3	25	per gallon.
150 feet double thick glass, 7 by 9 inches		13	per foot.
800 feet double thick glass, 8 by 10 inches		14	per foot.
2,000 feet double thick glass, 9 by 12 inches		14	per foot.
950 feet double thick glass, 9 by 13 inches		15	per foot.
800 feet double thick glass, 9 by 14 inches		15	per foot.
750 feet double thick glass, 10 by 12 inches		15	per foot.
1,200 feet double thick glass, 10 by 14 inches		15	per foot.
200 feet double thick glass, 10 by 16 inches		16	per foot.
200 feet double thick glass, 10 by 18 inches		17	per foot.
150 feet double thick glass, 12 by 12 inches		16	per foot.

150 feet double thick glass, 12 by 14 inches	$0	16	per foot.
500 feet double thick glass, 12 by 16 inches		16	per foot.
800 feet double thick glass, 12 by 18 inches		16	per foot.
300 feet double thick glass, 12 by 20 inches		21	per foot.
300 feet double thick glass, 12 by 24 inches		21	per foot.
200 feet double thick glass, 14 by 16 inches		21	per foot.
200 feet double thick glass, 14 by 18 inches		21	per foot.
500 feet double thick glass, 14 by 20 inches		21	per foot.
500 feet double thick glass, 16 by 18 inches		21	per foot.
400 feet double thick glass, 16 by 20 inches		21	per foot.
300 feet double thick glass, 16 by 24 inches		21	per foot.
100 sheets rough plate glass, for roofs, 24 by 48 inches, ½-inch thick	4	80	per sheet.

To be delivered as required.

JOHN J. BINGHAM. DATE OF CONTRACT, JULY 13, 1865.

Class No. 16, ship-chandlery.

1 pound hydrochloric acid, best	$0	10	per pound.
1 pound sulphuric acid, pure, concentrated		25	per pound.
1 pound nitric acid, pure concentrated		10	per pound.
172 gallons alcohol, 95 per cent. proof	4	50	per gallon.
13 dozen coal baskets	9	00	per dozen.
4½ dozen white oak baskets, 2 and 4 bushels	16	00	per dozen.
15 pounds beeswax		50	per pound.
18 pieces worsted binding, red, blue, and green, as required,		60	each.
140 pounds refined borax		40	per pound.
3 dozen glass bottles, 1 pound each, ground stopper, per sample in constructing engineer's office	4	50	per dozen.
1 glass specific gravity bottle, holding 1,000 grains, in tin can, with counterpoise weight and ground stopper, selected	8	00	each.
2 dozen ox-bows	5	00	per dozen.
3 sets wagon bows, 6 to the set	3	00	per set.
26 Bath bricks		05	each.
3 pounds Russia bristles, best quality	7	00	per pound.
1,944 corn brooms		40	each.
12 hair brooms, long and short handles	1	50	each.
2 hair brushes, long handles, for washing windows	2	00	each.
392 hickory brooms		18	each.
304 ratan brooms, with handles, 14 inches, equal to Richmond's		60	each.
58 whisk brooms		15	each.
6 blending brushes, assorted		60	each.
4 dozen currying brushes	15	00	per dozen.
1 dozen camel's hair brushes, flat, assorted sizes	9	00	per dozen.
361 hand dusting brushes		90	each.
2 dozen flue brushes, whalebone, 2¼ inches diameter, 12 inches long	18	00	per dozen.
2 dozen flue brushes, whalebone, 6 and 4 inches	30	00	per dozen.
13 dozen glue brushes, assorted	6	00	per dozen.
2½ dozen kalsomine brushes, 8 inches	40	00	per dozen.
26½ dozen marking brushes, French fitch, assorted	1	25	per dozen.
½ dozen mottling tool brushes, sable hair, 5 inches	30	00	per dozen.
13 dozen paint brushes, 00 to 000000, best quality	18	00	per dozen.
80 dozen paint brushes, 000000, best quality	24	00	per dozen.
14 dozen paying tool brushes	1	50	per dozen.
80 dozen sash tool brushes (French,) No. 6	2	75	per dozen.
3 dozen hand scrubbing brushes	4	00	per dozen.
1 dozen stencil brushes	1	00	per dozen.
2 dozen stove brushes	4	00	per dozen.
3 dozen tar brushes, long handled	3	00	per dozen.
⅓ dozen top graining tool brushes, 2 to 6 inches	6	00	per dozen.
38¾ dozen varnish brushes, 0 to 6	5	00	per dozen
8½ dozen whitewash brushes, 7 and 9 inches as required	20	00	per dozen.

10 pieces bunting, red, white, and blue, 18 inches, as required	$20 00	per piece.
10 pieces bunting, red, white, and blue, 12 inches, as required	12 00	each.
5 boxes adamantine candles, say 200 pounds	28	per pound.
60 pounds paraffine candles	50	per pound.
230 pound sperm candles	45	per pound.
4 hand carts	45 00	each.
10 pounds French chalk	25	per pound.
60 pounds red chalk	12	per pound.
5,850 pounds white chalk	02	per pound.
6 reams crocus cloth, assorted, equal to Sibley & Co.'s	35 00	per ream.
30 reams emery cloth, assorted, equal to Sibley & Co.'s	38 00	per ream.
160 yards tow cloth, for lining blankets	20	per yard.
100 pounds best hemp cord, for serving hose	50	per pound.
10 pieces worsted cord, red, green, and blue, large size	75	each.
8 dozen spools cotton, best, assorted	40	per dozen.
35 yards worsted damask, double width, colors as required,	1 60	per yard.
40 yards enamelled duck, 50 inches wide	1 25	per yard.
5 bolts fine light raven's duck	28 00	per bolt.
300 emery sticks, equal to Sibley & Co.'s	35	each.
100 pounds emery, equal to Sibley & Co.'s	15	per pound.
6 sets felloes, 1½ to 3 inches, 8 pieces to the set	2 50	per set.
25 square yards boiler felting, 1-inch thick, per sample	1 20	per square yard.
1,000 square yards boiler felting, ½ to 2 inches thick, as required	1 25	per square yard.
25 yards worsted fringe, for carriage curtains	10	per yard.
50 pounds ground glass, assorted	07	per pound.
360 pounds Cooper's best white glue	34	per pound.
75 pounds white curled hair	72	per pound.
200 pounds signal halliards	38	per pound.
6 pair cart hames	2 00	per pair.
3 sets double truck hames	4 00	per set.
2 dozen hickory adze handles	2 50	per dozen.
4 dozen hickory axe handles	2 00	per dozen.
2 dozen hickory broadaxe handles	2 50	per dozen.
500 dozen hickory double header handles	1 25	per dozen.
40 dozen hickory hammer handles, hand-made	1 50	per dozen.
75 dozen hickory sledge handles, hand-made	2 25	per dozen.
6 sets truss hoops, 24 inches, tierce	4 00	per set.
6 sets truss hoops, 19 inches, barrel	3 50	per set.
6 sets truss hoops, 18 inches, barrel	3 50	per set.
6 sets truss hoops, 14 inches, barrel	3 00	per set.
8 sets mortised hubs, 6 to 15 inches diameter, 8 to 18 inches long, 4 to the set	6 00	per set.
50 yards kersey, for horse blankets, double width	3 50	per yard.
18 dozen brass hand lamps	7 00	per dozen.
48 brass globe lanterns, guards and lamps complete, per sample	3 50	each.
50 yards linen, 1¼ yard wide, for window shades, colors as required	75	per yard.
50 yards linen, 1 yard wide, for window shades, colors as required	60	per yard.
31½ dozen chalk-lines, 10 fathoms each	1 00	per dozen.
3 dozen flax fishing lines, 250 feet long each	4 00	per dozen.
6 dozen silk lines, fine, 200 feet long each	10 00	per dozen.
16 metallic tape lines, 50 to 100 feet, equal to Chesterman's, as selected	7 00	each
17 oiled linen tape lines, equal to Spencer, Browning & Co.'s make, 50 to 100 feet long, as selected	3 50	each.
12 gross hanks mason's lines, hemp, coarse or fine, as required	18 00	per gross.
1 dozen Tobias's Venetian liniment, large	9 00	per dozen.
50 pounds British lustre	06	per pound.
24 marline-spikes, boatswain's	75	each.
10 Manilla mats, large size	2 00	each.

6	floor mops, per sample	$0 50	each.
160	yards muslin, white or black, as required, to be selected	40	per yard.
2	papers sewing needles, to be selected	01	each.
2	rotary nozzles, Morrison's patent, master	60 00	each.
160	square yards oil-cloth, for offices, best quality, selected	1 75	per square yard.
90½	reams sand-paper, 0 to 4, as ordered or selected	3 90	per ream.
200	rolls wall paper, to be selected, not to exceed $1 75 per roll	1 20	per roll.
300	yards bordering for wall paper, to be selected, not to exceed 20 cents per yard	09	per yard.
1	glue pot, cast-iron enamelled	1 00	each.
30	pounds prussiate of potash	55	per pound.
51	pounds ferro-cyanide of potassium	55	per pound.
1	jar potash, say 30 pounds	08	per pound.
300	feet ⅞-inch iron wire rope, with hemp centre	50	per foot.
100	feet ¾-inch iron wire rope, with hemp centre	35	per foot.
80	feet 11/16-inch iron wire rope, with hemp centre	35	per foot.
6	coils Manilla rope, 4½-inch (2,650 pounds)	19	per pound.
1	coil Manilla rope, 4-inch (350 pounds)	19	per pound.
4	coils Manilla rope, 3½-inch (1,050 pounds)	19	per pound.
4	coils Manilla rope, 3-inch (800 pounds)	19	per pound.
2	coils hemp rope, 5-inch (1,450 pounds)	20	per pound.
6	coils hemp rope, 4½-inch (3,500 pounds)	20	per pound.
2	coils hemp rope, 2½-inch (360 pounds)	20	per pound.
50	pounds sal-ammonia	19	per pound.
5	sets window shades and trimmings	5 00	per set.
950	pounds brown soap, hard, best quality	11½	per pound.
60	pounds old Castile soap	20	per pound.
16	barrels soft soap	2 25	per barrel.
12	sets spokes, 1½ to 3 inches, 56 to the set	6 00	per set.
20	pounds pumice-stone, pulverized or lump, as required	10	per pound.
60	pounds rotten-stone	08	per pound.
1	India-rubber suit, large size, to be selected	28 00	each.
12	hanks seine twine	75	each.
4,550	pounds best beef tallow	11	per pound.
20	silk tassels, large size, selected	1 25	each.
3	dozen worsted tassels, large size, colors as required	6 00	per dozen.
12	tassels to match damask	50	each.
10	barrels coal tar, not less than 30 gallons to the barrel	2 50	per barrel.
9	pounds linen thread, assorted, Nos and colors as required	3 50	per pound.
43	pounds shoe-thread, best quality	1 50	per pound.
1	bolt A. C. A. ticking, for lining collars	20 00	each.
3	cart saddle-trees	1 50	each.
6	wagon saddle-trees	1 25	each.
12	pair saddle turrets	50	per pair.
1,900	pounds cotton waste, for wiping-stuff	20	per pound.
236	wheelbarrows, per sample at yard	2 60	each.
5	gallons harness varnish	2 00	per gallon.
6	wheelbarrows, wooden frame, iron box, per sample, chief engineer	18 00	each.
80	pounds lampwick yarn	70	per pound.
250	pounds hemp packing yarn, free from shives and knots.	25	per pound.
100	pounds spun yarn	18	per pound.

To be delivered as required.

GEORGE H. CREED. DATE OF CONTRACT, JULY 13, 1865.

Class No. 17, hardware.

50	pounds metallic antimony	$0 30	per pound.
12	anvils, wrought-iron, 200 pounds each	30 00	each.
4	anvils, wrought-iron, steel-faced, 250 to 350 pounds each	35 00	each.
2	dozen Peter Wright's wrought-iron steel-faced anvils, 300 to 350 pounds each	600 00	per dozen.
1	dozen belt awl handles	1 00	per dozen.
2	belt awls, chief engineer	20	each.
2	dozen awls, assorted, handled, boatswain	1 00	per dozen.

6 junk axes, cast-steel, boatswain	$1 50	each.
14 narrow axes, cast-steel, handled	1 50	each.
5 round axes, 4½ pounds each, equal to Horton's, block-maker	2 00	each.
30 wood axes, cast-steel, steel palls, handled, 4½ to 5½ pounds each, equal to Simmons's	2 00	each.
30 wood axes, cast-steel, steel palls, handled, 6 to 7 pounds each, selected	1 50	each.
8 sets iron axles and boxes, 1½ to 3 inches, two complete axles to the set	15 00	per set.
3 sets half axles, carriage, patent, 4 pairs to the set, 1¼ to 1½-inch	10 00	per set.
4 water backs, for ranges, as required	5 00	each.
1 washbasin, with brass stop-cocks, slabs, &c, complete, (founder)	20 00	each.
4 grate baskets, iron, bright	5 00	each.
15 pair smiths' bellows, 36 to 40 inches	20 00	per pair.
12 pair smiths' bellows, 20 to 28 inches	15 00	per pair.
6 pair hand bellows, 12 inches, and assorted	2 00	per pair.
2 dozen bridle bits, selected	6 00	per dozen.
6 sets bits, for cutting plugs, assorted, selected	2 00	per set.
5½ dozen dowelling bits, assorted sizes, per sample	2 00	per dozen.
2½ dozen hacksaw blades, 12 to 20 inches, as required	6 00	per dozen.
2 dozen store door bolts, 14 inches, wrought-iron, square, long handles	6 00	per dozen.
4 dozen store door bolts, 42 inches, wrought-iron, round tail	12 00	per dozen.
11 gross Philadelphia carriage and tire bolts, 3½ inches long, $\frac{5}{16}$ inch diameter	2 00	per gross.
800 Philadelphia carriage bolts, $\frac{7}{16}$ inch diameter, 3 to 4 inches long—400 to have countersunk heads, as required	06	each.
400 Philadelphia carriage bolts, $\frac{7}{16}$ inch diameter, 5 and 6 inches long, to have countersunk heads, if required	10	each.
350 pounds iron bolts, with hexagonal heads and nuts, assorted sizes	12	per pound.
200 pounds ¼-inch iron bolts and nuts, 1½ inch long	16	per pound.
200 pounds ⅜-inch iron bolts and nuts, 2 inches long	14	per pound.
2 dozen barrel bolts, cast brass, 6 inches	6 00	per dozen.
1 dozen iron chain bolts, 10 inches, with Japanned iron chain	6 00	per dozen.
1 dozen flush bolts, brass, 6 inches, heavy	6 00	per dozen.
200 pounds wood screw bolts, 6 inches long, ½ and ⅝ inch diameter	12	per pound.
1 bung borer, chief engineer	1 00	each.
18 iron braces, equal to Dabol's make, block-maker	2 00	each.
2 wood braces, with 32 bits	6 00	each.
2 sets wood braces, with 48 bits	8 00	per set.
112 papers iron brads, assorted sizes	04	each.
2 sets fire-bricks and grates, for sentinel stove No. 8, Sandford's patent	5 00	per set.
19 gross harness buckles, Japanned, assorted	2 00	per gross.
1 dozen buttons, cast brass, solid plates	1 00	per dozen.
2 dozen buttons, Japanned iron, raised on plates	1 00	per dozen.
2 pairs calipers, cast-steel, ins and outs, as required	1 00	per pair.
16 pairs calipers, with set screw and spring, 6 to 12 inches, block-maker	1 50	per pair.
5 dozen India rubber oil cans	4 00	per dozen.
15 dozen planished tin oil cans, spring bottoms	3 00	per dozen.
4 dozen currying cards, copper wire	1 00	per dozen.
60 feet wrought iron chain, ½-inch, small links, subject to proof, saw-mill	30	per foot.
50 feet $\frac{3}{16}$-inch chain, per sample, chief engineer	10	per foot.
294 feet wrought-iron chain, 1-inch iron, 6¼ by 3-inch links, per pattern, subject to proof, saw-mill	1 20	per foot.
6 sets short truck chains	1 00	per set.

54 yards jack chain, plated	$0 20	per yard.
60 yards jack chain, iron	10	per yard.
3 dozen chisels, for Smith's patent mortising machine, ¼ to 1¼-inch	4 00	per dozen.
2 dozen turning chisels	6 00	per dozen.
140 turning chisels, ¼ to 1⅝-inch, equal to Buck & Brasher's	60	each.
3 pair hand clamps, per sample, constructing engineer	1 00	per pair.
400 square feet woven wire cloth, for window screens, ½ to 1-inch mesh, No. 18 wire gauge, selected	20	per square foot.
6 screw chucks, 6, 9, and 12 inches, 1 and 1¼-inch hole, left with screw, equal to Horton's	25 00	each.
2 chucks, 12-inch, 4 independent steel jaws, 1⅜ inch hole, left blank	30 00	each.
2 chucks, 12-inch, 4 independent steel jaws, 1-inch hole, left blank	40 00	each.
[All the above chucks to be selected.]		
10 wash-basin cocks, plated	3 00	each.
50 wash-tray cocks, right and left, with thimbles	1 50	each.
41 bib-cocks, ½ to 1-inch, finished	1 00	each.
6 hydrant cocks and nozzles	2 00	each.
18 stop-cocks, heavy, 1 to 2 inches, with plugs	2 00	each.
31 stop and waste cocks, ⅝ to 1-inch	1 00	each.
4 dozen currycombs, Badgers's	2 00	per dozen.
26 compasses, cast-steel, 6 to 12-inch, set screw and spring, blockmaker	50	each.
2 compasses, cast-steel, 12 to 20 inches	1 00	each.
24 compasses, cast-steel, 8 to 16 inches	1 00	each.
150 pounds best white sash cord	75	per pound.
150 pounds copper sash cord, per sample, constructing engineer	80	per pound.
30 pairs hose couplings, Lawton & Bliss's, per sample, constructing engineer	8 00	per pair.
3 crowbars, per sample	1 00	each.
300 black lead crucibles, Nos. 100 and 125	8 00	each.
1½ dozen cutters, 30 inches long, 4½ inches wide, for Stover's patent planer	100 00	per dozen.
1½ dozen cutters, 15 inches long, 4½ inches wide, for Stover's patent planer	48 00	per dozen.
1 dozen cutters, 24 inches long, 4 inches wide, for Wood & Gray's patent planer	84 00	per dozen.
5½ dozen cutters, 3 to 8 inches long, 4 inches wide, for Smith's patent planer	20 00	per dozen.
6 sets tonguing and grooving cutters, as required	3 00	per set.
6 sets cutters and dies, for Hoe & Co.'s patent gumming machine, sizes as required	4 00	per set.
1 rubber cutter, chief engineer	6 00	each.
4 glaziers' diamonds, set, Shaw's patent	6 00	each.
12 pairs dividers, such as may be selected	1 00	per pair.
12 ratchet drills, No. 1, equal to Packer's	8 00	each.
6 ratchet drills, No. 2, equal to Packer's	10 00	each.
12 ratchet drills, No. 3, equal to Packer's	12 00	each.
30 ratchet drills, No. 4, equal to Packer's	15 00	each.
12 ratchet drills, No. 5, equal to Packer's	20 00	each.
12 ratchet drills, large size, equal to Charles Merrill's	12 00	each.
3 breast drills, No. 4	3 00	each.
1 breast drill, per sample	6 00	each.
9 tube expanders, equal to Prosser's, as required or selected,	40 00	each.
3 dozen sash fastenings, brass, porcelain knobs, selected, per sample, constructing engineers	4 00	per dozen.
15 dozen sash fastenings, iron, of approved pattern, per sample, constructing engineer's	2 00	per dozen.
500 ferules, equal to Clarke's patent, such as are selected	04	each.
5 sets water-closet fixtures, Bartholomew's, with water valves, stop-cocks, china basin, &c., complete	30 00	per set.
2 sets water-closet fixtures, complete, wash-basin, &c., chief engineer's	30 00	per set.

144 sets window shade fixtures, such as may be selected	$0 20	per set.
6 hay forks, 3 pronged, steel	1 00	each.
12 manure forks, 4-pronged, steel	1 00	each.
200 glasses, for water gauges, per sample	50	each.
50 dozen rubber rings, for water gauges	50	per dozen.
9 spirit level glasses, ground, English, six inches long, per sample, constructing engineer	1 00	each.
2 screw gauges, Eagle Screw Company	2 00	each.
2 sets Seller's standard gauges	2 00	per set.
37 grindstones, Ohio, 6 inches face, 4 to 5 feet diameter	25 00	each.
2 grindstones, Ohio, 6½ inches face, 5 feet diameter	30 00	each.
6 grindstones, Ohio, 4 inches face, 3½ feet diameter, with frame and crank on friction rollers, complete	10 00	each.
1 French grindstone, medium size	5 00	each.
2 French grindstones, 4 inches face, 3 feet 4 inches diameter	5 00	each.
1 splitting gauge, harness-maker	1 00	each.
14 steam gauges, 6 to 10 inches, per sample	25 00	each.
1 vacuum gauge, 8 inches, constructing engineer	25 00	each.
6 wire gauges, Stubbs's make, selected	2 00	each.
144 turning gouges, ¼ to 2 inches, equal to Buck & Brasher,	1 00	each.
1 dozen turning gouges, assorted	12 00	per dozen.
1 set turning gouges, selected	10 00	per set.
1 saw gummer	25 00	each.
6 riveting hammers, 1½ to 4 pounds each, handled	1 00	each.
6 saddlers' hammers	1 00	each.
3 sledge hammers, 15 pounds each, handled	3 00	each.
2,000 file handles, malleable iron ferules	03	each.
25 hatchets, cast-steel, handled as required	1 00	each.
3 double headers, 12 pounds each	3 00	each.
8 mammoth heaters, sizes as required	30 00	each.
27 dozen pairs butt hinges, brass, assorted sizes	3 00	per dozen.
44 dozen pairs butt hinges, iron, assorted sizes	1 00	per dozen.
6 dozen pairs butt hinges, wrought-iron, assorted sizes	1 00	per dozen.
5½ dozen plantation hoes, handled, steel, best quality, per sample	6 00	per dozen.
9 dozen cant-hooks, with bars, per sample	30 00	per dozen.
12 wagon saddle hooks	1 00	each.
6 coopers' beck irons, steel-faced	5 00	each.
6 extra irons, for heading jointers	2 00	each.
6 extra irons, for stave jointers	2 00	each.
1 hydraulic jack, 60 tons, to run out 9 inches	200 00	each.
1 hydraulic jack, 30 tons, to run out 12 inches	175 00	each.
3 hydraulic jacks, 15 tons, to run out 12 inches, to lift from the foot	100 00	each.
2 hydraulic jacks, 15 tons, to run out 12 inches, brass base, to lift from the foot	125 00	each.
3 hydraulic jacks, 10 tons, to run out 12 inches	75 00	each.
2 hydraulic jacks, 9 tons, to run out 12 inches	50 00	each.
2 hydraulic jacks, 9 tons, to run out 24 inches	60 00	each.
2 hydraulic pulling jacks, to pull 8 tons two feet without fleeting	200 00	each.
[All the above hydraulic jacks to be selected, equal to Dudgeon's, with wide bases when so required.]		
3 heading jointers, 5 feet long, 4½ inches wide on face, 4 inches thick, double irons 3 inches wide, of beech wood, equal to Horton's make	10 00	each.
6 stave jointers, 6 feet long, 5 inches wide on face, 4 inches thick, double irons 3½ inches, wide of beech wood, equal to Horton's make	15 00	each.
4 drawing knives, 10-inch blade, equal to Horton's	1 00	each.
24 hacking knives	50	each.
6 hollowing knives, best quality, assorted, Horton's	1 00	each.
2 oil-cloth knives, 6-inch	1 00	each.
12 pallet knives	50	each.
72 putty knives	30	each.

2 race knives	$1 00	each.
6 shoeing knives	50	each.
40 shoemakers' knives, as required	30	each.
12 carriage curtain knives, black	50	each.
1 dozen mineral knobs and spindles, 2 inches	3 00	per dozen.
9 iron ladles, wrought or cast, 5 to 8 inches, and assorted,	60	each.
28 rolls milled lead, (3 pounds,) say 16,800 pounds	14	per pound.
5 rolls milled lead, (6 to 8 pounds,) say 3,000 pounds	14	per pound.
4,000 pounds sheet lead, assorted thicknesses, as required	14	per pound.
3 sets letters and figures, steel dies, $\frac{1}{8}$ to $\frac{5}{16}$ inch, assorted,	6 00	per set.
6 spirit levels, No. 6, (founder)	1 00	each.
15 spirit levels, 2 to 3 feet long, ground or clear, English glass, 6-inch, as required	1 00	each.
1 spirit level, Brook's pattern, constructing engineer	2 00	each.
20 carriage curtains, glass lights	50	each.
6 dozen 3 tumbler chest locks, brass, assorted sizes, per sample, constructing engineer	10 00	per dozen.
$7\frac{1}{2}$ dozen chest locks, brass, assorted sizes	8 00	per dozen.
2 dozen 1-tumbler cupboard locks, brass, $2\frac{3}{4}$ to 4 inches, right and left	12 00	per dozen.
4 dozen 3-tumbler cupboard locks, brass, assorted sizes	10 00	per dozen.
1 dozen 5-tumbler rim dead locks, wrought-iron case, 10-inch, right and left	24 00	per dozen.
1 dozen 3-tumbler desk locks, brass, assorted sizes, per sample, constructing engineer	12 00	per dozen.
3 dozen 2-tumbler drawer locks, brass, assorted sizes, per sample, constructing engineer	8 00	per dozen.
4 dozen 3-tumbler drawer locks, brass, assorted sizes	8 00	per dozen.
1 dozen 4-tumbler drawer locks, brass, assorted sizes, extra heavy, per sample, constructing engineer	12 00	per dozen.
11 dozen drawer locks, brass, assorted sizes	6 00	per dozen.
6 dozen lever mortise locks, iron, 4 to 6 inches, brass bolt and key, with furniture	6 00	per dozen.
1 dozen padlocks, brass, equal to Yales's. 3 inches	12 00	per dozen.
$3\frac{1}{2}$ dozen padlocks, iron, 3 inches, and assorted	6 00	per dozen.
4 dozen rim locks, iron, 5 to 8 inches, brass bolt and key, with furniture, per sample	8 00	per dozen.
2 dozen mauls, 7 pounds	18 00	per dozen.
10 pounds sheet mica, for stoves, 4 by 7 inches	6 00	per pound.
4 boxes carriage hand nails	1 00	per box.
6 shoemakers' nippers	50	each.
6 dozen ornaments for cart saddles, brass, selected	1 00	per dozen.
$9\frac{1}{2}$ dozen picks, steel-pointed, 6 to 10 pounds each, handled	15 00	per dozen.
4 pairs pincers, assorted, as required	1 00	per pair.
4 blow-pipes, to be selected	1 00	each.
4,000 pounds lead pipe, A. A. A., $\frac{5}{8}$-inch, and assorted as required	14	per pound.
8 hollow planes, $1\frac{3}{4}$ and 2 inches, blockmaker	2 00	each.
3 screw plates and taps, complete, per sample	10 00	each.
2 dozen basin plugs and couplings, plated	10 00	per dozen.
14 pairs pliers, assorted as required, Stubbs's	50	per pair.
6 pairs pipe pliers, $\frac{1}{2}$, $\frac{3}{4}$ and 1 inch	1 00	per pair.
50 papers glaziers' points	10	each.
12 gross sash pulleys, iron axles, 2 to $2\frac{1}{4}$ inch, extra heavy	22 00	per gross.
1 oil pump	10 00	each.
2 steam pumps, equal to Woodward's No. 1	200 00	each.
1 steam pump, equal to Woodward's No. 2	275 00	each.
40 belt punches, cast-steel, assorted as required	50	each.
2 belt punches, chief engineer	1 00	each.
1 dozen hollow punches	12 00	per dozen.
1 set hollow and round punches	10 00	per set.
1 hand punch, to punch $\frac{3}{8}$-inch boiler iron	40 00	each.
6 rubber punches, $\frac{1}{2}$ to 1 inch	50	each.
7 dozen rakes, wrought-iron, 16 and 18 inches long, handled	8 00	per dozen.
$1\frac{1}{2}$ dozen rakes, wooden	4 00	per dozen.

6 emery rifles	$0 10	each.
6 dozen breeching rings, 1½ inch, japanned	50	per dozen.
8 pounds rivets and burrs, copper, assorted	1 00	per pound.
22 pounds belt rivets, copper, assorted sizes, to be selected	1 00	per pound.
225 pounds hose rivets and burrs, copper, assorted as required	60	per pound.
24 pairs rosettes, for harness	1 00	per pair.
4 shrink rules, steel—two 12 inches, and two 24 inches, United States standard, manufactured at Bangor, Me.	3 00	each.
2 rules, United States standard, single-jointed, 2-feet box-wood	1 00	each.
25 buck saws, with frames complete	1 00	each.
3 circular saws, 36 inches diameter, No. 6 to 8 gauge, 1½-inch hole	40 00	each.
3 circular saws, 30 inches diameter, No. 7 to 9 gauge, 1½-inch hole	25 00	each.
11 circular saws, 24 inches diameter, No. 9 to 10 gauge, 1½-inch hole	15 00	each.
6 circular saws, 22 inches diameter, No. 9 to 10 gauge, 1½-inch hole	12 00	each.
15 circular saws, 20 inches diameter, No. 11 gauge, 1½-inch hole	10 00	each.
14 circular saws, 18 inches diameter, No. 13 gauge, 1½-inch hole	9 00	each.
2 circular saws, 18 inches diameter, No. 13 gauge, 1-inch hole	9 00	each.
13 circular saws, 16 inches diameter, No. 13 gauge, 1½-inch hole	7 00	each.
8 circular saws, 14 inches diameter, No. 14 gauge, 1½-inch hole	7 00	each.
6 circular saws, 12 inches diameter, No. 16 gauge, 1½inch hole	5 00	each.
2 circular saws, cross-cut, 20 inches, joiner	12 00	each.
8 circular saws, cross-cut, 16 inches, No. 14 gauge, 1-inch hole	8 00	each.
6 compass saws, blockmaker	1 00	each.
18½ dozen cross-cut saws, 4½ to 6 feet long, as required, selected	30 00	per dozen.
½ dozen cross-cut saws, large, selected	60 00	per dozen.
1½ dozen futtock saws, 5 feet 2 inches long, 4 to 7 inches wide, ground backs	96 00	per dozen.
6 hacksaws, 12 to 20 inches, frames and blades complete	3 00	each.
24 hacksaws, Worrell's make	50	each.
6 handsaws, assorted, equal to Disston's best, selected	2 00	each.
4 lignumvitæ saws, 5½ feet long, 6 inches wide, per pattern	6 00	each.
18 mill saws, 7 feet long, 9 inches wide, No. 7	15 00	each.
2 rigging saws, boatswain	5 00	each.
2 dozen scroll saws, Wilmarth's make	6 00	per dozen.
2 dozen scroll saws, 30 inches long, 1¼-inch wide, Nos. 13 to 14 gauge, teeth as per order	12 00	per dozen.
20 dozen scroll saws, 20 to 28 inches long, ⅛ to 1½ inch wide, No. 13 to 20 gauge, teeth from 2 to 10 per inch, as required	9 00	per dozen.
9 dozen scroll saws, 19 inches long, ⅛ to 1-inch wide, No. 15 to 20 gauge, teeth 3 to 10 per inch, as required	4 00	per dozen.
12 tenant saws, equal to Peases's make, blockmaker	7 00	each.
[All saws to be of the best and most approved manufacture, and selected.]		
1 platform scale, Fairbanks's, to weigh 1,000 pounds	45 00	each.
2 platform scales, Fairbanks's, wrought-iron platform, to weigh 3,000 pounds	120 00	each.
1 steelyard beam, Fairbanks's, complete, to weigh 10 tons	500 00	each.
6 pairs scissors, large size, as required	1 00	per pair.
5½ dozen ship scrapers, cast-steel, handled, per sample	9 00	per dozen.
3 sand screens, fine iron	10 00	each.
2 coal screens, per sample	12 00	each.

110 gross brass screws, gimlet-points, assorted numbers and sizes	$2 00	per gross.
328 gross iron screws, gimlet-points, assorted numbers and sizes	75	per gross.
4 dozen bench screws, iron, assorted, as required	18 00	per dozen.
18 dozen hand screws, assorted, cabinet-makers'	6 00	per dozen.
2 dozen hand rail screws, single or double nuts, as required	1 00	per dozen.
24 jack-screws, 2 to 3½ feet long, as required, equal to Ballard's, selected	30 00	each.
12 jack-screws, Jenny Lind, per sample	10 00	each.
6 pairs rigging screws, boatswain, large	8 00	per pair.
6 grass scythes and snaths, steel	1 50	each.
12 saw-sets, per sample	50	each.
12 spoke shaves, steel blades, 3 inches long, 1 inch wide, equal to Horton's	1 00	each.
3 pairs shears, selected, one for cutting copper, &c., per sample	4 00	per pair.
1 pair hand shears, to cut ⅜ inch boiler iron	20 00	per pair.
12 pairs carriage shafts, 1¼ to 1¾ inch, selected	5 00	per pair.
2 dozen coal shovels, cast-steel	12 00	per dozen.
36½ dozen scoop shovels, cast-steel, assorted	15 00	per dozen.
50 dozen shovels, back-strapped, cast-steel, assorted, best quality, equal to Ames's	12 00	per dozen.
1 dozen shovels, back strapped, cast-steel, long-handled	12 00	per dozen.
60 sieves, brass wire, Nos. 8 and 10	1 00	each.
84 sieves, iron wire, ¼ and ½ inch, founder	1 00	each.
2 hand sieves, brass wire, fine, 12 inches	1 00	each.
12 paint sieves, wire	50	each.
12 paint strainers, wire	50	each.
115 pounds oilstone slips, Turkey or Washtenaw, as required	2 50	per pound.
4 dozen spring snaps, for harness	1 00	per dozen.
6 pairs tinners' snips, as required, block-maker, 15 inches long	5 00	per pair.
50 pounds spelter solder	40	per pound.
12 dozen spades, cast-steel, best quality	12 00	per dozen.
3 pairs carriage springs, steel-finished, heavy, selected	40 00	per pair.
2 pairs cart springs, steel, 3 inches, selected	50 00	per pair.
2 dozen door springs, equal to Torrey's patent	6 00	per dozen.
3 sets truck half-springs, steel, 3 inches, 4 to set	30 00	per set.
2 sets wagon springs, steel, 4 to set, selected	40 00	per set.
3 machinists' squares, 12 and 18 inches tongue, manufactured by Brown & Sharp, Providence, Rhode Island	5 00	each.
69 squares, steel, 2-feet	2 00	each.
14 trying squares, steel blade, not exceeding 12 inches	1 00	each.
4 sets hand stocks and dies, to cut from ¼ to 1 inch, per sample	10 00	per set.
3 sets hand stocks and dies, to cut from ½ to 1¼ inch, per sample, selected	50 00	per set.
35 oilstones, Turkey, to be selected	1 00	each.
6 rag stones, flat, for scythes	20	each.
15 cylinder stoves, as required, 10 to 16 inches	10 00	each.
162 papers iron cut-tacks	05	each.
140 pounds Banca tin	45	per pound.
500 pounds Straits tin	45	per pound.
2 boxes I C tin, 10 by 14	14 00	per box.
2 boxes I C tin, 14 by 20	16 00	per box.
32 boxes I X tin, 10 by 14	16 00	per box.
8 boxes I X tin, 14 by 20	18 00	per box.
10 boxes I XX tin, 14 by 20	20 00	per box.
4 boxes XX tin, 14 by 20	20 00	per box.
[All to be of the best charcoal plate.]		
1 chest carpenters' tools	40 00	per chest.
2 bench vices, 110 pounds each, to be selected	30 00	each.
2 bench vices, wrought-iron, steel-faced, 150 to 250 pounds, per sample	50 00	each.

6	bench vices, wrought-iron, 40 to 45 pounds each, with composition boxes	$20 00	each.
6	bench vices, wrought-iron, steel-faced, 200 pounds each, with composition boxes	50 00	each.
3	bench vices, 4½ to 6 inch jaws, 450 pounds	30 00	each.
27	vices, wrought-iron, 100 to 150 pounds each, with composition boxes	30 00	each.
12	brass box vices, 6 inches, steel-faced and jawed	40 00	each.
1	clamp vice, gas-fitter, universal, movable head	20 00	each.
9	parallel vices, equal to Packer's, Nos. 2, 3, and 4, as required	10 00	each.
2	swivel vices, equal to Packer's, Nos. 3 and 4, with swivel jaws	15 00	each.
5,500	pounds sash weights, iron, such as are required	03	per pound.
175	pounds brass wire, Nos. 1 to 16, as required	60	per pound.
30	pounds brass wire, ⅜-inch	50	per pound.
85	pounds copper wire, assorted	60	per pound.
175	pounds iron wire, Nos. 1 to 20	10	per pound.
30	pounds iron wire, ⅜-inch	10	per pound.
93	pounds steel wire, Nos. 4 to 20	30	per pound.
4	dozen screw wrenches, finished, 6 to 21 inches long, averaging not more than 15 inches, equal to Taft's, selected	12 00	per dozen.
20	bright screw wrenches, 8 to 21 inches, equal to Coe's new patent, to be selected	1 00	each.
1	dozen hand wrenches, assorted, equal to Phillips's patent	18 00	per dozen.
⅙	dozen slide-key wrenches, 18 to 36 inches long, as required	30 00	per dozen.
1,000	pounds sheet zinc, 3 feet wide, Nos. 16 to 20	12	per pound.

To be delivered as required.

WILLIAM. H. ARTHUR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 18, stationery.

1	almanac, as required or selected	$0 90	each.
60	dozen India-rubber bands, assorted	24	per dozen.
9	waste-paper baskets, willow	78	each.
1	alphabetical book, carpenter's, per pattern	5 50	each.
6	6-quire bill-books, demy, full bound*	8 25	each.
1	3-quire book, 10 by 16 inches, half-bound, ruled per pattern, constructing engineer condenser	4 95	each.
2	4-quire books, monthly report of vessels*	10 80	each.
1	4-quire book, consolidated report of vessels*	7 20	each.
4	4-quire books, register of shipments, storekeeper*	6 00	each.
1	4-quire book, consolidated report of labor*	20 50	each.
1	6-quire book, register of contracts*	4 25	each.
55	1-quire cap books, half-bound, faint-lined, paged, per pattern	60	each.
91	2-quire cap books, half-bound, faint-lined, paged	90	each.
73	3-quire cap books, half-bound, faint-lined, paged	90	each.
74	4-quire cap books, half bound, faint-lined, paged	1 20	each.
18	5-quire cap books, half-bound, faint-lined, paged, per sample	1 50	each.
27	6-quire cap books, half-bound, faint-lined, paged	1 80	each.
8	4-quire cap books, full bound, as directed*	4 30	each.
1	2-quire cash book, half-bound*	3 00	each.
82	monthly day-books, per sample	1 20	each.
2	4-quire demy books, full bound, printed heading	7 20	each.
9	6-quire expenditure books, demy, full bound	8 40	each.
4	expenditure books, daily	8 40	each.
2	expenditure books, monthly	8 40	each.
2	books for accounts of equipments	8 40	each.
1	guard book, for register of contracts*	6 15	each.
50	guard books, for letters, selected*	3 75	each.
12	6 quire letter books, demy, full bound*	8 65	each.
4	log books, per pattern	6 25	each.

1	book, ruled and marked, for ordnance blacksmith	$8 40	each.
475	memorandum books, assorted sizes and patterns	40	each.
16	memorandum books, gilt-edged, tuck, selected	70	each.
3	pocket memorandum books	1 80	each.
206	4-quire muster-roll books, per pattern	3 25	each.
2	6-quire general order books, demy, full bound*	8 40	each.
6	order books	2 10	each.
30	4-quire order, receipt, and delivery books*	1 98	each.
1	4-quire book for monthly report of appropriations under each bureau, per pattern	12 00	each.
1	2-quire pay and receipt-roll book, half-bound	14 00	each.
6	6-quire pay-roll books, printed and ruled, per sample*	17 50	each.
8	6-quire receipt books, demy, full bound*	8 40	each.
1	4-quire receipt book, half-bound	10 00	each.
1	receiving entry book	8 40	each.
2	4-quire register books, demy, full bound*	9 30	each.
1	record, white pine timber book	11 00	each,
2	6-quire regulation and time books, printed headings, master*	7 20	each.
25	6-quire requisition books, demy, full bound*	8 00	each.
	[*To be labelled and numbered as directed.]		
5	abstract ledgers, per pattern	12 60	each.
579	time books, calender ruled, per sample	36	each.
4	sand boxes, hard wood	20	each.
14	paste brushes	15	each.
9	calendars, daily, selected	75	each.
20	letter clips, assorted	60	each.
10	paper cutters and folders, tin or ivory, as selected	50	each.
2	dictionaries, Webster's unabridged	7 00	each.
3	directories, Brooklyn city	3 60	each.
3	directories, New York city	4 80	each.
26,250	self-sealing envelopes, official, assorted sizes and colors, printed, per sample, if so required	10 80	per M.
35,950	self-sealing envelopes, letter and note, assorted	3 90	per M.
2⅓	dozen pieces ink erasers, Green's	45	per dozen.
4	boxes eyelets	75	per box.
13	hook files, selected	15	each.
2,525	ruled forms, for abstract sheets	05	each.
1,250	ruled forms, for monthly sheets	02	each.
5	reams ruled forms, for abstracts	11 40	per ream.
6	reams ruled forms for monthly sheets, pay-rolls, &c.	8 10	per ream.
10	reams ruled forms, for vouchers, double and single	8 10	per ream.
30	reams ruled and printed forms for bill heads	5 00	per ream.
2	reams ruled and printed forms, for bills of lading	11 00	per ream.
12	reams ruled and printed forms, for daily reports	5 75	per ream.
5	reams ruled and printed forms, for invoices, double and single	9 50	per ream.
5	quires ruled and printed forms, requisitions for money.	1 00	per quire.
54	reams ruled and printed forms, requisitions for materials	6 00	per ream.
7	reams ruled and printed forms, requisitions for workmen	6 60	per ream.
12	reams ruled and printed forms, for vouchers	13 80	per ream.
8	reams ruled and printed forms, cap size.	10 20	per ream.
13	reams ruled and printed forms, letter size, full sheet	8 10	per ream.
14	reams ruled and printed forms, letter size, half-sheet	4 25	per ream.
7	reams ruled and printed forms, calender, same as muster-books, unbound	9 00	per ream.
4	quires ruled and printed forms, for receipts and accounts current	2 00	per quire.
500	ruled and printed forms, police reports	04	each.
580	ruled and printed forms, time reports	03	each.
	[All rules and printed forms to be per pattern.]		
65	quart bottles Arnold's best writing fluid	70	each.
3	sponge glasses, with sponge complete	70	each.
20	pounds gum-arabic, refined	85	per pound.
1	pound gum-mucilage	90	per pound.

32 dozen pieces erasing gum, best, 1 ounce each	$0	70	per dozen.
12 dozen quart bottles black ink, equal to Maynard & Noyes's	6	00	per dozen.
2 dozen pints and half pints carmine ink, assorted, as required	6	00	per dozen.
9 dozen bottles French carmine ink, Guyot & Co.'s	1	80	per dozen.
3 bottles copying ink, chief engineer	1	15	each.
56 inkstands, assorted as selected		50	each.
60 erasing knives, Rodgers's best, ivory and cocoa handles		60	each.
2 hand eyelet machines, patent, complete, per sample	3	00	each.
73 bottles mucilage, quarts	1	10	each.
2 dozen half-pint bottles mucilage, with brushes, &c., complete, master and constructing engineer	5	40	per dozen.
116 quires blotting paper, treasury, 17 by 24 inches, assorted, 5 pounds per quire	1	70	per quire.
6 quires blotting paper, thick red		40	per quire.
3 reams demy paper, paymaster	15	60	per ream.
1 ream legal cap paper, heavy, constructing engineer	8	00	per ream.
26 reams envelope paper, buff or white, as required	9	50	per ream.
5 reams foliopost paper, faint-lined, 18 pounds per ream, ruled per pattern if so required	9	85	per ream.
5 reams insertion paper	9	85	per ream.
4 reams insertion paper, for statements	9	85	per ream.
2 reams cap paper, printed and ruled per pattern	12	00	per ream.
2½ reams cap paper, extra heavy, regulation ruled	9	80	per ream.
30 reams official cap paper, white, 13½ by 16½ inches, weighing 16 pounds to the ream, of pure linen stock, stop ruled, with 24 blue lines on first and third pages only, leaving 1-inch margin back and front, top and bottom, per sample	9	30	per ream.
108 reams cap paper, faint-lined, heavy, wide ruled	6	60	per ream.
10 reams letter paper, faint-lined, wide ruled, 12 pounds per ream	8	00	per ream.
5 reams log paper, best quality	18	00	per ream.
10 reams note paper, faint lined, wide ruled, 5 pounds per ream	3	00	per ream.
[The above paper to have neatly printed headings, if so required.]			
2 reams statement paper	9	85	per ream.
150 sheets reference paper		05	per sheet.
½ ream Manilla wrapping paper, 24 by 36 inches, 55 pounds per ream	12	00	per ream.
26½ gross black lead pencils, Faber's best, round, assorted numbers	8	10	per gross.
7 gross black lead pencils, Faber's best, hexagon, assorted numbers	11	00	per gross.
3 dozen black lead pencils, for marking lumber, per sample	1	50	per dozen.
18 dozen carpenters' pencils, as selected		80	per dozen.
15 dozen red and blue pencils, best, assorted	1	80	per dozen.
426 slate pencils, white soapstone		01	each.
28 penholders, with gold nibs, large, selected	3	50	each.
8 dozen penholders, assorted to suit pens		20	per dozen.
6 penknives, 4 blades, equal to Rodgers's best	3	00	each.
10 gross steel pens, barrel and nib, assorted as required or selected	1	25	per gross.
5½ dozen papers pins, solid head, assorted		75	per dozen.
1 copying press, with table complete, chief engineer	30	00	each.
3 copying books, to order	2	75	each.
25 swan quills, constructing engineer	21	00	per 100.
2,300 quills, No. 80	4	00	per 100.
6 rulers, gutta-percha, flat, master		60	each.
2 rulers, parallel, ebony—one 6 and one 12 inches, naval constructor	1	00	each.
1 ruler, patent rollers, naval constructor	1	00	each.
12 pieces vulcanized rubber		10	each.

27½ dozen ½-pint papers black sand	$1 00	per dozen.
15 pairs scissors, large size, for cutting paper	2 25	each.
½ pound sealing wax, chief engineer	3 00	per pound.
1,000 sheets pay-rolls, for mechanics and laborers	10	each.
1,000 sheets for monthly pay-rolls, per pattern	10	each.
6 log-slates, double, large size, hard-wood frames	2 25	each.
4 slates, framed, large, selected, clerk of yard	1 00	each.
3 double slates, cased, selected	2 25	each.
2 porcelain slates, selected	1 80	each.
7½ pounds fine Turkey sponge, large pieces	10 00	per pound.
34 dozen pieces red tape, assorted	60	per dozen.
76 rolls silk taste, colors as required	35	each.
12,000 printed tickets, per sample	2 40	per M.
12 cut-glass tumblers, ½ pints, best quality	25	each.
16 balls linen twine, assorted colors, 8 ounces each	30	each.
34 paper weights, glass, selected	1 20	each.
16 6-quire requisition books, folio post, printed, half-bound	4 00	each.
2 requisition books, as required	5 70	each.
1 reservation book, per sample	4 25	each.
50 ruled and printed forms, for morning reports	30	each.
DRAWING MATERIALS AND INSTRUMENTS.		
2 sets India-rubber angles, 6 pieces to the set, selected, chief and constructing engineer	3 00	per set.
12 bottles prepared gum-arabic, for drawing	1 25	each.
2 guard books, for drawing, 28 by 42 inches, with strings, per sample, chief engineer	12 00	each.
1 guard book, for drawing, 36 by 42 by 6 inches	25 00	each.
30 sketch books, selected	1 20	each.
22 rolls best tracing cloth or vellum, (English or French)	15 50	per roll.
24 cakes illuminating colors, Winsor & Newton's best, selected, constructing engineer	1 00	each.
45 pots moist colors, Winsor & Newton's best, selected	90	each.
38 cakes water colors, Winsor and Newton's best, selected	90	each.
2 boxes water colors, Winsor & Newton—24 whole cakes, with lock and drawer, ink slab, &c., complete, selected	30 00	per box.
2 beam compasses, German silver, complete, per sample	20 50	each.
1 pair compasses, German silver, double-jointed, 6-inch, with pencils, pen, wheel and needle point legs, complete	19 20	each.
4 sets French curves, 6 pieces each, selected	5 40	per set.
1 pair proportional dividers, German silver, selected	2 75	each.
2 hair-spring dividers, German silver, 4½ by 5 inch	5 10	each.
1 pair dividers, with shield, for pocket	3 60	each.
13 feather dusters, for drawings, &c., large size	3 00	each.
2 dozen Faber's erasers, ink and pencil, chief engineer	2 00	per dozen.
2 hones, for sharpening instruments, (Scotch)	2 00	each.
6 bottles liquid India-ink	60	each.
18 pieces India-ink, best, 2 ounces each	1 25	each.
2 sets drawing instruments, per sample	30 00	per set.
172 sheets antiquarian drawing paper, Whatman's hot or cold pressed, as required	80	each.
179 sheets double elephant drawing paper, Whatman's hot or cold pressed, as required	26	each.
74 sheets imperial drawing paper, Whatman's hot or cold pressed, as required	15	each.
600 sheets drawing paper, American, French, or German, to be selected, 40 by 60	70	each.
½ ream wove imperial paper, extra heavy, selected	43 20	per ream.
20 sheets double elephant tracing paper, double clarified	12	each.
348 sheets French tracing paper, selected	12	each.
22 dozen drawing pencils, Faber's, Nos. 2, 3, and 4	95	per dozen.
27 dozen black lead pencils, Faber's, hexagon, 24 to 64	1 68	per dozen.
1 gross crayon pencils, chief engineer	16 00	per gross.
1¼ dozen camel's hair pencils, assorted	60	per dozen.
1 dozen black sable pencils, assorted, selected	22 50	per dozen.

1 gross crow quill pens, on cards, Gillot's	$10 00	per gross.
5 gross Gillot's mapping or drawing pens, best, selected	2 50	per gross.
5 right-line drawing pens, German silver, jointed, ivory handles	3 00	each.
4 bow pens, German silver, double jointed, needle points, selected	5 40	each.
1 bow pencil, German silver, double jointed, needle points	5 40	each.
1½ gross drawing pins or tacks, German silver, assorted	9 60	per gross.
3 dozen papers drawing pins or tacks, German silver, assorted	1 00	per dozen.
1 portfolio for drawings, as directed, constructing engineer	12 00	each.
3 ivory rules, 2-foot, jointed and marked to order	9 60	each.
6 nests color saucers, ground together, 3 to 4 inches	90	per nest.
4 sets boxwood scales, 6 pieces to set, marked to order	7 20	per set.
3 triangular boxwood scales, 12 inches, selected	1 80	each.
1 ivory scale, architects', 12 inches, constructing engineer	6 00	each.
1 set paper scales, 18 pieces, constructing engineer	7 20	per set.
9 chamois skins, for instruments, soft	90	each.
½ dozen triangles, French, selected	10 80	per dozen.
1 tile for rubbing paints upon, naval constructor	2 40	each.
2 sets of squares, for sections	3 00	per set.

All stationery to be first class and per samples; when samples are not furnished to be selected.

All drawing materials and instruments to be of the very best quality and manufacture, and selected by those using them.

To be delivered as required.

HENRY BRIODY. DATE OF CONTRACT, JULY 13, 1865.

Class No. 20, hay and straw.

100 tons, (2,240 pounds each,) first quality loose timothy hay	$21 00	per ton.
6 tons, (2,240 pounds each,) straw, in bundles of three pounds or over	26 16	per ton.

To be delivered as required.

WM. M. SHIPMAN. DATE OF CONTRACT, JULY 13, 1865.

Class No. 21, provender.

50 barrels carrots	$0 50	per barrel.
100,000 pounds ground feed	02 2/10	per pound.
100,000 pounds Indian meal	02 2/10	per pound.
2,500 bushels oats, 32 pounds to bushel	80	per bushel.
4 sacks salt	2 00	per sack.
100 bushels ship stuff	06	per bushel.

To be delivered as required

J. S. WORTMAN. DATE OF CONTRACT, JULY 13, 1865.

Class No. 22, charcoal.

13,100 bushels hard wood charcoal	$0 25	per bushel.
50 barrels pulverized sea coal, (200 pounds each,) as required	2 00	per barrel.
30 barrels pulverized facings, (200 pounds each,) as required	3 00	per barrel.

To be delivered as required.

HENRY W. BURR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 23, belting, packing, and hose.

250 lineal feet 12-inch single leather belting, oak-tanned, machine stretched and riveted	$1 15	per lineal foot.
250 lineal feet 11-inch single leather belting, oak-tanned, machine stretched and riveted	1 05	per lineal foot.
250 lineal feet 10-inch single leather belting, oak-tanned, machine stretched and riveted	95	per lineal foot.
250 lineal feet 9-inch single leather belting, oak tanned, machine stretched and riveted	85	per lineal foot.
250 lineal feet 8-inch single leather belting, oak-tanned, machine stretched and riveted	75	per lineal foot.

250 lineal feet 7-inch single leather belting, oak-tanned, machine stretched and riveted	$0 60	per lineal foot.
935 lineal feet 6-inch single leather belting, oak-tanned, machine stretched and riveted	50	per lineal foot.
350 lineal feet 5-inch single leather belting, oak-tanned, machine stretched and riveted	45	per lineal foot.
50 lineal feet 4½-inch single leather belting, oak-tanned, machine stretched and riveted	45	per lineal foot.
900 lineal feet 4 inch single leather belting, oak-tanned, machine stretched and riveted	33	per lineal foot.
150 lineal feet 3½-inch single leather belting, oak-tanned, machine stretched and riveted	30	per lineal foot.
1,100 lineal feet 3-inch single leather belting, oak-tanned, machine stretched and riveted	26	per lineal foot.
1,100 lineal feet 2½ inch single leather belting, oak-tanned, machine stretched and riveted	20	per lineal foot.
500 lineal feet 2¼-inch single leather belting, oak-tanned, machine stretched and riveted	18	per lineal foot.
700 lineal feet 2-inch single leather belting, oak-tanned, machine stretched and riveted	16	per lineal foot.
500 lineal feet 1½ inch single leather belting, oak-tanned, machine stretched and riveted	12	per lineal foot.
300 lineal feet 12 inch double leather belting, oak-tanned, machine stretched and riveted	2 30	per lineal foot.
200 lineal feet 10-inch double leather belting, oak-tanned, machine stretched and riveted	1 85	per lineal foot.
650 lineal feet 8-inch double leather belting, oak-tanned, machine stretched and riveted	1 50	per lineal foot.
400 lineal feet 6 inch double leather belting, oak-tanned, machine stretched and riveted	1 05	per lineal foot.
200 lineal feet 5-inch double leather, belting, oak-tanned, machine stretched and riveted	85	per lineal foot.
150 lineal feet 4-inch leather belting, oak-tanned, machine stretched and riveted	40	per lineal foot.
60 lineal feet 6-inch double leather belting, white oak-tanned	1 20	per lineal foot.
100 lineal feet 5-inch double leather belting, white oak-tanned	90	per lineal foot.
70 lineal feet 4½-inch double leather belting, white oak-tanned	90	per lineal foot.
200 lineal feet 4-inch double leather belting, white oak-tanned	66	per lineal foot.
150 lineal feet 3½-inch double leather belting, white oak-tanned	60	per lineal feet.
75 lineal feet 3-inch double leather belting, white oak-tanned	50	per lineal foot.
80 lineal feet 4-inch single leather belting, white oak-tanned	33	per lineal foot.
200 lineal feet 3-inch single leather belting, white oak-tanned	25	per lineal foot.
100 lineal feet 2½-inch single leather belting, whith oak-tanned	20	per lineal foot.
225 lineal feet 2-inch single leather belting, white oak-tanned	16	per lineal foot.
100 lineal feet 1½-inch single leather belting, white oak-tanned	12	per lineal foot.
150 lineal feet India-rubber leading hose, 1-inch 3-ply, with brass couplings complete	50	per foot.
5 lengths (50 feet each) rubber hose, ¾-inch, with couplings, hose pipe, &c., complete, for wetting ashes, chief engineer	22 50	per length.
54 sides bellows leather, not less than 5 pounds each	5 50	each.
6 sides breeching leather, white oak tanned	6 00	each.
1 side patent leather, for cart saddles	10 00	each.
12 sides fly-net leather, white oak-tanned	7 50	each.

500 pounds harness leather, white oak-tanned	$0 60	per pound.
156 pounds hose leather, best white oak-tanned	75	per pound.
30 sides hose leather, best white oak-tanned	9 00	per side.
64 sides lacing leather, best white oak-tanned	2 50	per side.
300 sides pump leather, best white oak-tanned	7 00	per side.
150 pounds metallic packing, equal to Martin's patent, selected	1 75	per pound.
75 pounds round rubber packing, with duck outside, $\frac{3}{8}$ to $\frac{7}{8}$ inch diameter	1 10	per pound.
50 pounds rubber packing, $\frac{5}{8}$ inch square	1 10	per pound.
200 pounds sheet rubber packing, with cloth insertion, $\frac{1}{16}$ to $\frac{4}{16}$ inch thick, constructing engineer	1 00	per pound.
200 pounds sheet rubber packing, without cloth insertion, $\frac{3}{4}$ to 1 inch thick, constructing engineer	1 00	per pound.
32 chamois skins, large size	75	each.
12 sheep skins, large size	1 00	each.
150 feet India-rubber tubing, $\frac{3}{8}$ inch diameter	20	per foot.
200 feet India-rubber tubing, $\frac{1}{2}$ inch diameter	25	per foot.
200 feet India-rubber tubing, $\frac{5}{8}$ inch diameter	30	per foot.

To be delivered as required.

S. S. Rowland. Date of contract, July 13, 1856.

Class No. 24, sperm and lubricating oils.

3,008 gallons lard oil, best quality	$1 40	per gallon.
170 gallons neat's-foot oil, best quality	1 40	per gallon.
840 gallons pure winter-strained sperm oil, subject to the usual yard tests, viz , by specific gravity, by burning, and others, if necessary	1 90	per gallon.

To be delivered as required, in suitable and tight barrels.

C. & J. Cooper. Date of contract, July 13, 1865.

Class No. 25, iron-work, piping, &c.

1 brass drip pump, for gas-fitters' use	$27 75	each.
6 heavy bronze brackets, cast with two swing joints	3 50	each.
6 Argand burners, brass	1 00	each.
100 bushings, from $\frac{3}{8}$ to 2 inches, as required	25	each.
6 Argand chimneys, glass	15	each.
12 gauge cocks, $\frac{3}{4}$-inch	2 00	each.
10 gas bracket cocks, heavy $\frac{1}{8}$-inch	80	each.
10 gas bracket cocks, heavy $\frac{3}{8}$-inch	1 15	each.
10 gas bracket cocks, heavy, $\frac{3}{4}$ by $\frac{1}{8}$-inch	1 50	each.
60 cocks, steam metal, $\frac{1}{4}$ and $\frac{3}{8}$-inch	80	each.
20 gas pendant cocks, plain, $\frac{1}{4}$ by $\frac{1}{8}$-inch	75	each.
10 gas pendant cocks, plain, $\frac{1}{8}$-inch	1 00	each.
20 service cocks, brass, $\frac{1}{2}$ to $\frac{3}{4}$ inch	1 00	each.
3 heating coils, with iron casings and marble slab, complete, similar to those in armory at yard	100 00	each.
4 condensers, 2 for $1\frac{1}{2}$-inch and 2 for 2-inch pipe	30 00	each.
100 iron couplings, right and left, such as required	25	each.
1 plain box coil, 3 feet long	40 00	each.
110 cast-iron elbows, $\frac{1}{2}$-inch	07	each.
50 cast-iron elbows, $\frac{3}{4}$-inch	10	each.
100 cast-iron elbows, 1-inch	14	each.
50 cast-iron elbows, $1\frac{1}{4}$-inch	19	each.
50 cast-iron elbows, $1\frac{1}{2}$-inch	25	each.
30 cast-iron elbows, 2-inch	41	each.
25 galvanized iron elbows, not to exceed $1\frac{1}{2}$ inch	40	each.
300 pounds iron flanges, tapped to fit pipes $1\frac{1}{2}$ to 3inches	20	per pound.
6 gas lamps, to be selected	25 00	each.
100 wrought-iron nipples, extra, as required or selected	25	each.
150 feet galvanized iron pipe, $\frac{1}{2}$-inch, with couplings	15	per foot.
150 feet galvanized iron pipe, $\frac{3}{4}$-inch, with couplings	18	per foot.
150 feet galvanized iron pipe, 1-inch, with couplings	25	per foot.
100 feet galvanized iron pipe. $1\frac{1}{4}$-inch, with couplings	30	per foot.

75 feet galvanized iron pipe, 1½-inch, with couplings	$0 39	per foot.
100 feet galvanized iron pipe, 2-inch, with couplings	56	per foot.
100 feet wrought iron gas pipe, ⅛-inch, with couplings	07	per foot.
300 feet wrought-iron gas pipe, ¼-inch, with couplings	07	per foot.
700 feet wrought-iron gas pipe, ⅜ inch, with couplings	09	per foot.
500 feet wrought-iron pipe, ½-inch, with couplings	10	per foot.
1,000 feet wrought-iron pipe, ¾-inch, with couplings	13	per foot.
2,000 feet wrought iron pipe, 1-inch, with couplings	18	per foot.
800 feet wrought-iron pipe, 1¼-inch, with couplings	23	per foot.
600 feet wrought-iron pipe, 1½-inch, with couplings	30	per foot.
200 feet wrought-iron pipe, 2-inch, with couplings	44	per foot.
200 feet wrought-iron pipe, 3-inch, with couplings	1 25	per foot.
[Wrought-iron pipes to be cut as directed.]		
70 hook plates, 4 pipes high	15	each.
30 cast iron plugs, ¾, 1, and 1¼-inch	15	each.
30 cast-iron plugs, 1½, 2, and 3-inch	25	each.
10 radiators, 3 feet high, each containing 72 pipes	80	each.
4 gas shades, metallic, selected	1 00	each.
2 gas stands, cast bronze, portable with flexible tube, brass wire body, complete, selected	30 00	each.
100 tees, galvanized iron, not to exceed 1½-inch	40	each.
50 tees, cast iron, sizes as required or selected	27	each.
50 branch tees, 2 to 4 way, 1-inch	40	each.
48 feet flexible tube, for gas stands, with wire body, very best quality	25	per foot.
28 globe valves, brass, ½-inch	1 50	each.
4 globe valves, brass, ¾ inch	1 50	each.
10 globe valves, brass, 1 inch	2 50	each.
3 safety valves, 1½ to 2 inches, flanged, if required	6 00	each.
3 stop and throttle valves, 1½-inch	10 00	each.
To be delivered as required.		

GEORGE H. CREED. DATE OF CONTRACT, JULY 13, 1865.

Class No. 26, augers.

1 set hollow augers, ½ to 1⅜-inch, 7 pieces, with bolts to suit	$20 00	per set.
5 dozen ship augers, without screws, 6/16-inch	5 00	per dozen.
2 dozen ship augers, without screws, 7/16 inch	5 00	per dozen.
6 dozen ship augers, without screws, 8/16-inch	5 00	per dozen.
10 dozen ship augers, without screws, 9/16-inch	6 00	per dozen.
10 dozen ship augers, without screws, 10/16-inch	7 00	per dozen.
20 dozen ship augers, without screws, 11/16-inch	7 00	per dozen.
6 dozen ship augers, without screws, 12/16-inch	8 00	per dozen.
14 dozen ship augers, without screws, 13/16-inch	8 00	per dozen.
8 dozen ship augers, without screws, 14/16 inch	8 00	per dozen.
16 dozen ship augers, without screws, 15/16-inch	10 00	per dozen.
20 dozen ship augers, without screws, 16/16-inch	10 00	per dozen.
15 dozen ship augers, without screws, 17/16-inch	10 00	per dozen.
6 dozen ship augers, without screws, 18/16-inch	11 00	per dozen.
10 dozen ship augers, without screws, 19/16-inch	12 00	per dozen.
7 dozen ship augers, without screws, 20/16-inch	12 00	per dozen.
5 dozen ship augers, without screws, 21/16-inch	13 00	per dozen.
5 dozen ship augers, without screws, 22/16-inch	13 00	per dozen.
5 dozen ship augers, without screws, 23/16-inch	15 00	per dozen.
6 dozen ship augers, without screws, 24/16-inch	18 00	per dozen.
5 dozen ship augers, without screws, 25/16-inch	20 00	per dozen.
3 dozen ship augers, without screws, 26/16-inch	20 00	per dozen.
2 dozen ship augers, without screws, 27/16-inch	24 00	per dozen.
2 dozen ship augers, without screws, 28/16-inch	24 00	per dozen.
2 dozen ship augers, without screws, 29/16-inch	24 00	per dozen.
1 dozen ship augers, without screws, 30/16-inch	24 00	per dozen.
1 dozen ship augers, without screws, 31/16-inch	30 00	per dozen.
1 dozen ship augers, without screws, 32/16-inch	30 00	per dozen.
1 dozen ship augers, without screws, 33/16-inch	48 00	per dozen.
1 dozen ship augers, without screws, 34/16 inch	48 00	per dozen.
1 dozen ship augers, without screws, 36/16-inch	60 00	per dozen.

1 dozen ship augers, without screws, $\frac{38}{16}$-inch	$60	00	per dozen.
1 dozen ship augers, without screws, $\frac{40}{16}$-inch	80	00	per dozen.
1 dozen ship augers, without screws, $\frac{42}{16}$-inch	84	00	per dozen.
$\frac{1}{4}$ dozen ship augers, without screws, $\frac{44}{16}$-inch	100	00	per dozen.
$\frac{10}{12}$ dozen ship augers, with screws, $\frac{8}{16}$-inch	6	00	per dozen.
5 dozen ship augers, with screws, $\frac{9}{16}$-inch	6	00	per dozen.
6 dozen ship augers, with screws, $\frac{10}{16}$-inch	6	00	per dozen.
5 dozen ship augers, with screws, $\frac{11}{16}$-inch	8	00	per dozen.
6 dozen ship augers, with screws, $\frac{12}{16}$-inch	8	00	per dozen.
5 dozen ship augers, with screws, $\frac{13}{16}$-inch	8	00	per dozen.
6 dozen ship augers, with screws, $\frac{14}{16}$-inch	8	00	per dozen.
2 dozen ship augers, with screws, $\frac{15}{16}$-inch	10	00	per dozen.
3 dozen ship augers, with screws, $\frac{16}{16}$-inch	10	00	per dozen.
1 dozen ship augers, with screws, $\frac{17}{16}$-inch	12	00	per dozen.
4 dozen ship augers, with screws, $\frac{18}{16}$-inch	12	00	per dozen.
4 dozen ship augers, with screws, $\frac{20}{16}$-inch	12	00	per dozen.
1 dozen ship augers, with screws, $\frac{22}{16}$-inch	15	00	per dozen.
1 dozen ship augers, with screws, $\frac{24}{16}$-inch	15	00	per dozen.
$\frac{1}{3}$ dozen ship augers, with screws, $\frac{26}{16}$-inch	20	00	per dozen.
1 dozen ship auge s, with screws, $\frac{28}{16}$-inch	24	00	per dozen.
$\frac{1}{3}$ dozen ship augers, with screws, $\frac{30}{16}$-inch	24	00	per dozen.
1 dozen ship augers, with screws, $\frac{32}{16}$-inch	27	00	per dozen.
4 dozen ship augers, with screws, $\frac{8}{16}$ to $\frac{32}{16}$-inch, assorted as required	10	00	per dozen.
6 dozen ship augers, with screws, assorted as required, joiner.	8	00	per dozen.
6 dozen screw augers, assorted as required, joiner	8	00	per dozen.
48 screw augers, with screw, $\frac{1}{2}$ to $1\frac{3}{4}$-inch		75	each.
42 ship augers, with graduated screw, $\frac{1}{2}$ to $1\frac{3}{4}$-inch		80	each.
1 set double-lip worm augers, $\frac{1}{2}$ to 2 inches, 13 pieces	10	00	per set.
8 double-lip augers, $1\frac{1}{4}$ to 2 inches, equal to L'Hommedieu's.	1	50	each.
100 auger bits, shank 12 inches long, $\frac{3}{16}$ to $\frac{6}{16}$-inch, equal to Cook's		25	each.
25 auger bits, with screw, $\frac{1}{2}$ to 2 inches, per sample		50	each.
40 auger bits, with screw, short, $\frac{4}{16}$ to $\frac{8}{16}$-inch		50	each.
50 auger bits, $\frac{1}{4}$ to 1-inch, assorted as required, joiner		50	each.
15 auger bits, for boring machine, selected, saw-mill		50	each.
10 dozen centre bits, $\frac{1}{4}$ to 2 inches, as required	3	00	per dozen.
6 centre bits, for boring machine, selected, saw mill	1	00	each.
6 dozen plug bits, $\frac{10}{16}$-inch	4	00	per dozen.
6 dozen plug bits, $\frac{12}{16}$-inch	5	00	per dozen.
8 dozen plug bits, $\frac{14}{16}$-inch	5	50	per dozen.
10 dozen plug bits, $\frac{16}{16}$-inch	6	50	per dozen.
12 dozen plug bits, $\frac{1}{2}$ to $1\frac{1}{2}$-inch, assorted, best quality, equal to Cook's, joiner	5	00	per dozen.
30 pod bits, $\frac{6}{16}$ to $\frac{3}{16}$-inch		20	each.
40 pod bits, $\frac{3}{16}$ to $\frac{8}{16}$-inch, 12 inches long		30	each.
25 spoon bits, $\frac{2}{16}$ to $\frac{6}{16}$-inch		20	each.
1 lip auger, 2 inches, constructing engineer	3	00	each.
1 worm auger, 2 inches, 8 twists, constructing engineer	3	00	each.

To be delivered as required.

ALBERT R. BASS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 27, anthracite coal.

3,000 tons (2,240 pounds per ton) Black Heath, Locust Mountain, anthracite coal, screened, for steam-boilers	$7	20	per ton.
500 tons (2,240 pounds per ton) Black Heath anthracite coal, for brass furnace	7	15	per ton.
700 tons (2,240 pounds per ton) Lehigh Sugar-loaf coal, lump, screened, for foundry use	7	65	per ton.
600 tons (2,240 pounds per ton) anthracite coal, egg size, for stove and grate use, best quality	4	00	per ton.

All the above coal to be of the best quality of its kind; delivered as required; placed by the contractors in carts provided by the government, and the quantity delivered paid for by the weight of the navy yard scales.

A. R. Bass. Date of contract, July 13, 1865.

Class No. 30, semi-bituminous Broad Top coal.

1,000 tons (2.240 pounds per ton) Broad Top coal, the run of the mine, best quality	$8 25	per ton.

To be delivered as required; placed by the contractor in carts provided by the government, and the quantity delivered paid for by the weight of the navy yard scales.

Wm. E. Spalding. Date of contract, July 13, 1865.

Class No. 31, copper and composition nails.

500 pounds round bolt copper, size as required, constructing engineer	$0 45	per pound.
500 pounds ingot copper, constructing engineer	34	per pound.
900 pounds braziers' copper, thickness as required	45	per pound.
2,720 pounds 20-ounce copper, for gutters, in such sheets as are required	45	per pound.
2,850 pounds slaters' nails, yellow metal, 4d., per sample, constructing engineer	38	per pound.

To be delivered as required.

G. & C. Place. Date of contract, July 13, 1865.

Class No. 32, machinery and tools.

1 single-geared lathe, 8 feet shears, 8 inches to centre, to work with power, per sample, saw-mill	$550 00	each.
1 turning lathe, to swing 18 inches, with counter shaft, complete, block-maker	130 00	each.
2 burning and brazing machines, Nos. 1 and 6, plumber	75 00	each.
1 turning lathe, per sample in chief engineer's office, to take 12 inches in head, boiler-maker	400 00	each.
1 machine for cutting gas pipes, 4 inches, without dies, boiler-maker	700 00	each.
4 back-geared drills, per sketch in chief engineer's office, to drill 25 inches from centre, No 8 drill, boiler-maker	700 00	each.
1 steam hammer, 8 inches cylinder	1,400 00	each.
1 large steam punch, to punch 1-inch boiler plate, 24 inches from centre, per sketch in office, boiler-maker	600 00	each.
1 iron shear lathe, to turn wood or iron, 6 feet long, to turn 16 inches, pattern-maker	150 00	each.
4 upright drills, per drawing, chief engineer	275 00	each.
1 Harris's patent sifting machine, with two sets extra sieves, complete, founder	30 00	each.
1 pair leaver shears, with cutters, as used by boiler-makers, for cutting $\frac{1}{2}$-inch copper	225 00	each.
1 upright drill, movable table, to drill not exceeding $\frac{7}{8}$ hole, to be selected, constructing engineer	250 00	each.

To be delivered as required.

Jacob S. Wortman. Date of contract, July 13, 1865.

Class A, fire truck, &c.

1 hose carriage, with pipe, wrenches, &c., complete, per sample	$390 00	each.
1 hearse	900 00	each.
1 fire truck, with ladders, hooks, lanterns, axes, and bars, complete, per sample	1,240 00	each.
1 ambulance wagon, as required	690 00	each.

To be delivered as required.

Schedule of materials required at the United States navy yard, Philadelphia, Pennsylvania, for the year ending June 30, 1866.

PAUL J. FIELD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 1, bricks.

10,000 paving bricks	$18 00	per M.
10,000 wedge fire bricks	65 00	per M.

The whole to be delivered on or before the 1st December next, unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 2, stone.

25 perches best building stone	$2 50	per perch.

The whole to be delivered on or before the 1st December next, unless earlier required, with a notice of twelve days.

F. S. BLETZ. DATE OF CONTRACT, JULY 13, 1865.

Class No. 3, yellow pine timber.

30 pieces yellow pine, 46 feet long, 11 by 11 inches, 13,915 board feet;		
50 pieces yellow pine, 32 feet long, 14 by 6 inches, 11,200 board feet;		
50 pieces yellow pine, 29 feet long, 7 by 8 inches, 6,767 board feet;		
10 pieces yellow pine, 35 feet long, 8 by 8 inches, 1,867 board feet;		
4 pieces yellow pine, 62 feet long, 16½ by 9½-inches, 3,240 board feet;		
4 pieces yellow pine, 55 feet long, 14 by 15 inches, 3,850 board feet;		
24 pieces yellow pine, 29 feet long, 7½ by 6½ inches, 2,827 board feet	$70 00	per M. feet.
[The whole to contain 43,666 board feet.]		
10,000 board feet yellow pine plank, 35 to 40 feet long, 12½ inches wide, and 3½ inches thick	70 00	per M. feet.

All of the above to be of the best quality yellow pine, fine grain, free from sap, knots, and other defects, and to be sawed to square edges.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of November next; one-third part on or before the 1st of February; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

L. W. CONNOR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 5, oak and hard wood.

470 cubic feet white oak plank stock logs, 50 feet long, 13 by 13 inches	$0 80	per cubic foot.
720 cubic feet white oak logs, 45 feet long, 12 by 12 inches,	75	per cubic foot.
5 pieces white oak, 55 feet long, 15 by 17 inches, 5,843 board feet;		
10 pieces white oak, 31 feet long, 10 by 13 inches, 3,358 board feet;		
20 pieces white oak, 40 feet long, 12 by 12 inches, 9,600 board feet;		
20 pieces white oak, 40 feet long, 12 by 6 inches, 4,800 board feet;		
8 pieces white oak, 29 feet long, 16 by 16 inches, 4,949 board feet;		
20 pieces white oak, 32 feet long, 14½ by 7½ inches, 5,800 board feet;		
8 pieces white oak, 26 feet long, 6 by 6 inches, 624 board feet;		
2 pieces white oak, 40 feet long, 6 by 6 inches, 240 board feet;		

4 pieces white oak, 28 feet long, 6 by 8 inches, 448 board feet;			
2 pieces white oak, 26 feet long, 8 by 12 inches, 416 board feet;			
6 pieces white oak, 45 feet long, 3 by 13 inches, 810 board feet	$75	00	per M feet.
[To contain 36,888 board feet.]			
28 pieces white oak curve timber, 8 feet long, side 7 inches, mould 13 inches, to have a fair curve of 10 or 12 inches,	8	00	each.
24 white oak knees, 7 inches face	14	00	each.
3,280 board feet white oak plank, 26 feet long, 4 by 2 inches,	50	00	per M feet.
800 board feet white oak plank, 18 feet long, 4 by 20 inches,	80	00	per M feet.
500 board feet white oak boards	60	00	per M feet.
1,000 board feet 1½-inch, straight grained, seasoned, white ash plank	70	00	per M feet.
2,000 board feet 2-inch, straight grained, seasoned, white ash plank	70	00	per M feet.
2,000 board feet 3 inch, straight grained, seasoned, white oak plank, 20 feet long	70	00	per M feet.
1,000 pieces hickory, split from but-cuts, 3 feet long, 4 inches wide, 1¼-inch thick	300	00	per M pieces.
1,000 pieces hickory, split from but-cuts, 3 feet long, 3 to 6 inches wide, 1½-inch thick	350	00	per M pieces.
10 pieces hickory, 8 feet long, 9 by 10 inches	5	00	each.
300 sledge-handles, hickory, sample at yard		80	each.
200 hammer-handles, hickory, sample at yard		20	each.
400 tool-handles, hickory, sample at yard		10	each.
2 tons (2,240 pounds) lignumvitæ, St. Domingo, 6 to 16 inches diameter, not less than 3 feet long	200	00	per ton.

The above must be of the best material, free from sap and other defects, and the timber, plank, and boards sawed to square edges.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

LEWIS THOMPSON & CO. DATE OF CONTRACT, JULY 13, 1865.

Class No. 6, white pine, spruce, juniper, and cypress.

10,000 board feet 1-inch white pine boards	$63	00	per M feet.
12,000 board feet 1-inch first common white pine boards	53	00	per M feet.
15,000 board feet 1½-inch first common white pine plank	53	00	per M feet.
5,000 board feet 2-inch first common white pine plank, 29 feet long	45	00	per M feet.
15,000 board feet 2-inch first common white pine plank	53	00	per M feet
5,000 board feet 3-inch first common white pine plank	57	00	per M feet.
20,000 board feet 1-inch second common white pine boards	42	00	per M feet.
5,000 board feet 1½-inch second common white pine plank	45	00	per M feet.
5,000 board feet 2-inch second common white pine plank	45	00	per M feet.
15,000 board feet 1-inch third common white pine boards	25	00	per M feet.
5,000 board feet 1½-inch third common white pine plank	30	00	per M feet.
5,000 board feet 2-inch third common white plank	32	00	per M feet.
15,000 board feet 3-inch third common white pine plank	32	00	per M feet.
11,200 board feet 3-inch white pine plank, 50 feet long	32	00	per M feet.
4,500 board feet 3-inch white pine plank, 36 feet long	32	00	per M feet.
250 board feet walnut boards, ⅝-inch	70	00	per M feet.
1,000 board feet walnut boards, 1-inch	70	00	per M feet.
200 board feet walnut plank, 2-inch	70	00	per M feet.
150 board feet walnut plank, 6-inch	70	00	per M feet.
250 board feet walnut veneers	40	00	per M feet.
1,000 board feet cedar boards, 14 to 20 feet long	90	00	per M feet.

Must be of the best quality seasoned stuff, free from knots, shakes, splits, and other defects, and to be sawed to square edges.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of November next; one-third part on or before the 1st of February; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 7, lime, hair, and plaster.

150 bushels wood-burnt lime	$0 46	per bushel.

The whole to be delivered on or before the 1st of December next, unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9, gravel and sand.

20 one horse cart-loads building sand	$2 25	per load.
40 two-horse cart-loads screened gravel	3 25	per load.

The whole to be delivered on or before the 1st December next, unless earlier required, with a notice of twelve days.

C. W. WHITNEY. DATE OF CONTRACT, JULY 13, 1865.

Class No. 11, iron, iron spikes, and nails.

12,000 pounds hand-made wrought-iron spikes, 6 inches	$0 06	per pound.
900 pounds iron cut spikes, 4*d.* to 8*d.*	0 05¼	per pound.
4,600 pounds iron cut nails, 4*d.* to 40*d.*, as required	0 05¼	per pound.
500 pounds iron boat nails	0 05¼	per pound.
400 pounds iron wrought nails, 6*d.*	0 06¼	per pound.
400 pounds iron wrought nails, 8*d.*	0 06¼	per pound.
400 pounds iron wrought nails, 10*d.*	0 06¼	per pound.
200 pounds iron wrought nails, 12*d.*	0 06¼	per pound.
50 pounds ox-shoe nails	0 35	per pound.
50 pounds horseshoe nails	0 35	per pound.
50 pounds iron finishing nails, 1¼-inch	0 14	per pound.
8,000 pounds flat iron, 1 to 6 inches wide, by ¼ to 2 inches thick, assorted sizes	0 04¼	per pound.
2,000 pounds flat hammered iron, 3½ by ¾ inch	0 07	per pound.
2,000 pounds flat hammered iron, 4 by 1 inch	0 07	per pound.
3,000 pounds square iron, ⅝ to 3 inches	0 04¼	per pound.
8,000 pounds square iron, ¼ to ½ inch	0 05½	per pound.
6,000 pounds round iron, ¼ to 1 inch	0 05	per pound.
3,000 pounds round iron, ⅝ to 3 inches	0 04¼	per pound.
2,000 pounds wrought-iron, 6 inches wide, ¼ inch thick, 16 feet long	0 04½	per pound.

All of the above iron to be of the best quality double-refined American manufacture, true to size and lengths, as required.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

WM. A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 12, steel.

3,000 pounds cast-steel, square, ½ to 3 inches	$0 18¾	per pound.
2,000 pounds cast-steel, square, 2 to 3 inches	0 18¾	per pound.
3,000 pounds cast-steel, octagon, ½ to 1¼ inch	0 18¾	per pound.
400 pounds cast-steel, round, ½ to 1¼ inch	0 18¾	per pound.
500 pounds cast-steel, flat shear, 4 by ⅜ inch	0 13	per pound.
500 pounds cast-steel, flat shear, 3 by ½ inch	0 13	per pound.
500 pounds cast-steel, flat shear, 2½ by ⅝ inch	0 13	per pound.
200 pounds cast-steel, flat shear, 2 by ½ inch	0 13	per pound.
250 pounds blister-steel, 4 by 1 inch, such as required	0 13	per pound.
200 pounds best cast-steel, from ½ to 2 inches, for taps	0 20	per pound.

The cast-steel to be of the best quality, and such as required.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

S. G. Howe & Co. Date of contract, July 13, 1865.

Class No. 14, files.

12 dozen tapered saw files, 3-inches	$0 80	per dozen.
56 dozen tapered saw files, 3½ inches	0 80	per dozen.
76 dozen tapered saw files, 4-inches	0 94	per dozen.
112 dozen tapered saw files, 4½ inches	1 05	per dozen.
76 dozen tapered saw files, 5-inches	1 15	per dozen.
40 dozen tapered saw files, 5½-inches	1 30	per dozen.
52 dozen tapered saw files, 6-inches	1 60	per dozen.
1 dozen three-square tapered saw files, 8-inches	2 60	per dozen.
1 dozen three square tapered saw files, 6-inches	1 60	per dozen.
12 dozen handsaw files, 4-inches	0 94	per dozen.
12 dozen handsaw files, 5-inches	1 15	per dozen.
12 dozen handsaw files, 6-inches	1 60	per dozen.
3 dozen mill-saw files, 6-inches	1 50	per dozen.
15 dozen mill-saw files, 8-inches	2 20	per dozen.
3 dozen mill-saw files, 10-inches	3 20	per dozen.
55 dozen mill-saw files, 12-inches	4 50	per dozen.
2 dozen whipsaw files, 6-inches	1 80	per dozen.
2 dozen whipsaw files, 8-inches	3 00	per dozen.
2 dozen flat second-cut files, 4 inches	1 40	per dozen.
2 dozen flat second-cut files, 6-inches	1 90	per dozen.
2 dozen flat second cut files, 8-inches	2 70	per dozen.
2 dozen flat second-cut files, 10-inches	3 70	per dozen.
4 dozen flat second cut files, 12-inches	5 25	per dozen.
2 dozen flat second-cut files, 15 inches	9 00	per dozen.
2 dozen half-round second-cut files, 6-inches	1 70	per dozen.
2 dozen half-round second-cut files, 8-inches	2 60	per dozen.
2 dozen half-round second-cut files, 10-inches	3 60	per dozen.
2 dozen round second-cut files, 4 inches	1 25	per dozen.
2 dozen round second-cut files, 6-inches	1 70	per dozen.
2 dozen round second-cut files, 8 inches	2 60	per dozen.
2 dozen round second-cut files, 10-inches	3 60	per dozen.
2 dozen round second-cut files, 12-inches	5 50	per dozen.
2 dozen round second-cut files, 14 inches	7 50	per dozen.
2 dozen square second-cut files, 6-inches	1 50	per dozen.
4 dozen square second-cut files, 8-inches	2 35	per dozen.
4 dozen square second-cut files, 10-inches	3 40	per dozen.
3 dozen square second-cut files, 12-inches	5 00	per dozen.
3 dozen square second-cut files, 14-inches	7 00	per dozen.
4 dozen cabinet files, 6-inches	1 85	per dozen.
7 dozen cabinet files, 8-inches	2 70	per dozen.
7 dozen cabinet files, 10-inches	3 65	per dozen.
3 dozen cabinet files, 11-inches	4 35	per dozen.
11 dozen cabinet files, 12-inches	5 25	per dozen.
11½ dozen flat bastard files, 4-inches	0 95	per dozen.
13½ dozen flat bastard files, 6-inches	1 35	per dozen.
14 dozen flat bastard files, 8-inches	1 95	per dozen.
14½ dozen flat bastard files, 10-inches	2 90	per dozen.
22 dozen flat bastard files, 12-inches	4 10	per dozen.
2 dozen flat bastard files, 13-inches	5 00	per dozen.
51 dozen flat bastard files, 14-inches	6 00	per dozen.
20 dozen flat bastard files, 16-inches	9 00	per dozen.
10 dozen square bastard files, 6 inches	1 35	per dozen.
12 dozen square bastard files, 8-inches	1 95	per dozen.
12 dozen square bastard files, 10 inches	2 90	per dozen.
11 dozen square bastard files, 12-inches	4 10	per dozen.
10½ dozen square bastard files, 14-inches	6 00	per dozen.
5 dozen round bastard files, 4-inches	1 00	per dozen.
5 dozen round bastard files, 6-inches	1 45	per dozen.
5½ dozen round bastard files, 8-inches	2 10	per dozen.
5 dozen round bastard files, 10-inches	3 10	per dozen.
6 dozen round bastard files, 12-inches	4 60	per dozen.
10 dozen round bastard files, 14-inches	6 50	per dozen.
4 dozen half-round bastard files, 4-inches	1 00	per dozen.

9½ dozen half-round bastard files, 6-inches	$1	45	per dozen.
11½ dozen half-round bastard files, 8 inches	2	10	per dozen.
11 dozen half-round bastard files, 10-inches	3	10	per dozen.
20 dozen half-round bastard files, 12-inches	4	60	per dozen.
12 dozen half-round bastard files, 13-inches	5	30	per dozen.
24 dozen half-round bastard files, 14-inches	6	50	per dozen.
1½ dozen round taper bastard files, 6-inches	1	45	per dozen.
1½ dozen round taper bastard files, 8 inches	2	10	per dozen.
2 dozen round taper bastard files, 14-inches	6	50	per dozen.
1 dozen flat smooth bastard files, 12 inches	5	20	per dozen.
1 dozen rat-tail bastard files, 14 inches	6	50	per dozen.
3 dozen safe-edge bastard files, 4 inches	1	05	per dozen.
6½ dozen safe-edge bastard files, 6-inches	1	65	per dozen.
6½ dozen safe-edge bastard files, 8-inches	2	40	per dozen.
9 dozen safe-edge bastard files, 10-inches	3	40	per dozen.
8½ dozen safe-edge bastard files, 12-inches	4	88	per dozen.
8 dozen safe-edge bastard files, 14 inches	7	15	per dozen.
8 dozen safe-edge bastard files, 16-inches	10	50	per dozen.
4 dozen three-square bastard files, 4-inches		95	per dozen.
2 dozen three-square bastard files, 6 inches	1	65	per dozen.
4 dozen three-square bastard files, 10-inches	4	20	per dozen.
4 dozen three-square bastard files, 12-inches	6	00	per dozen.
6 dozen three-square bastard files, 14-inches	8	00	per dozen.
6 dozen flat smooth files, 4-inches	1	35	per dozen.
9 dozen flat smooth files, 6-inches	1	85	per dozen.
8 dozen flat smooth files, 8-inches	2	70	per dozen.
6 dozen flat smooth files, 10-inches	3	65	per dozen.
6 dozen flat smooth files, 12-inches	5	25	per dozen.
7 dozen flat smooth files, 14-inches	7	50	per dozen.
2 dozen flat smooth files, 16-inches	11	50	per dozen.
3 dozen dead smooth files, 6-inches	3	70	per dozen.
3 dozen dead smooth files, 8-inches	5	40	per dozen.
2 dozen dead smooth files, 10-inches	7	30	per dozen.
2 dozen dead smooth files, 12-inches	10	50	per dozen.
1 dozen dead smooth files, 14-inches	15	00	per dozen.
9 dozen half-round smooth files, 4-inches	1	40	per dozen.
11½ dozen half-round smooth files, 6-inches	2	00	per dozen.
8½ dozen half-round smooth files, 8-inches	2	90	per dozen.
7 dozen half-round smooth files, 10-inches	4	10	per dozen.
7½ dozen half round smooth files, 12-inches	6	25	per dozen.
8 dozen half-round smooth files, 14-inches	8	75	per dozen.
3 dozen safe-edge smooth files, 4 inches	1	40	per dozen.
3 dozen safe-edge smooth files, 6-inches	2	30	per dozen.
3 dozen safe-edge smooth files, 8-inches	3	25	per dozen.
2 dozen safe-edge smooth files, 10-inches	4	50	per dozen.
4 dozen safe-edge smooth files, 12-inches	6	75	per dozen.
4 dozen safe-edge smooth files, 14-inches	9	25	per dozen.
6 dozen key-ward files, 3-inches	2	25	per dozen.
6 dozen key-ward files, 4-inches	2	50	per dozen.
4 dozen key-ward files, 6-inches	2	75	per dozen.
2 dozen ward files, 4-inches	2	50	per dozen.
3 dozen wood rasps, 8-inches	2	13	per dozen.
3 dozen wood rasps, 10-inches	3	13	per dozen.
3 dozen wood rasps, 11-inches	3	75	per dozen.
4 dozen wood rasps, 12-inches	4	60	per dozen.
6 dozen half-round wood rasps, 14-inches	6	50	per dozen.
4 dozen cabinet rasps, 6-inches	2	10	per dozen.
4 dozen cabinet rasps, 8-inches	3	00	per dozen.
4 dozen cabinet rasps, 10-inches	4	20	per dozen.
8 dozen cabinet rasps, 12-inches	6	40	per dozen.
1 dozen horse-shoeing rasps, 16 inches	9	50	per dozen.

All files to be equal to Butcher's best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 15, paints, oils, and glass.

30,050 pounds white lead, in oil, Lewis's pure	$0	12	per pound.
800 pounds red lead, dry, Lewis's pure		13	per pound.
50 pounds red lead, in oil, Lewis's pure		15	per pound.
6,000 pounds Spanish brown, best, in oil		13	per pound.
1,200 pounds French zinc, in oil		10	per pound.
15,000 pounds French yellow ochre		05	per pound.
300 pounds American yellow ochre		03	per pound.
50 pounds chrome yellow, in oil, pure		15	per pound.
50 pounds chrome green, in oil, pure		20	per pound.
1,300 gallons linseed oil, raw	1	29	per gallon.
130 gallons spirits turpentine		80	per gallon.
50 gallons furniture varnish	3	00	per gallon.
50 gallons outside varnish	3	50	per gallon.
200 gallons Japan dryer, Wright's	2	50	per gallon.
4,000 feet American glass, 8 by 10 inches, first quality	11	20	per 100 feet.
600 feet American glass, 10 by 14 inches, first quality, double thick	17	50	per 100 feet.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 16, ship-chandlery.

12 chamois skins	$0	50	each.
10 dozen paint brushes, (00000,) extra ground	20	40	per dozen.
50 dozen paint brushes, (000000,) extra ground	23	80	per dozen.
40 dozen best sash tools, No. 10	2	75	per dozen.
15 dozen fitches, tin-bound, No. 14	7	00	per dozen.
15 dozen fitches, tin-bound, No. 5	3	60	per dozen.
10 dozen marking fitches, No. 5, tin-bound	1	20	per dozen.
12 dozen painters' dusters, large	9	35	per dozen.
3 dozen sable lettering pencils, No. 1	2	70	per dozen.
3 dozen sable lettering pencils, No. 2	2	50	per dozen.
13 reams sandpaper, No. 0	4	00	per ream.
9 reams sandpaper, No. ½	4	00	per ream.
12 reams sandpaper, No. 1	4	00	per ream.
8 reams sandpaper, No. 1½	4	00	per ream.
9 reams sandpaper, No. 2	4	00	per ream.
8 reams sandpaper, No. 3	4	00	per ream.
6 dozen varnish brushes, best, (000000)	18	00	per dozen.
1 dozen horse brushes, best	13	80	per dozen.
1 dozen glue brushes, best	3	22	per dozen.
2 dozen best window brushes, No. 2, long handle	9	33	per dozen.
2 dozen best window brushes, No. 2, short handle	9	18	per dozen.
9½ dozen best dusting brushes, No. 3, extra	4	08	per dozen.
2 dozen best clamp brushes	3	57	per dozen.
16 dozen hand scrubbing brushes, large size	5	10	per dozen.
2 dozen best tar brushes, short handle	4	08	per dozen.
8 dozen best whitewash brushes, 8-knot	48	45	per dozen.
44 dozen best corn brooms, wire-fastened	6	25	per dozen.
10 dozen best hickory brooms	3	75	per dozen.
12 dozen best hickory baskets, 1 bushel	7	00	per dozen.
1 dozen best oak splint baskets, 2 bushels	12	00	per dozen.
8 dozen ship buckets	9	00	per dozen.
72 water cans, iron bound and handles, best	1	00	each.
5 barrels hydraulic cement	2	50	per barrel.
50 barrels best Wilmington pitch	9	00	per barrel.
50 barrels best Wilmington tar	5	00	per barrel.
50 barrels fire clay	2	50	per barrel.
30 gallons coal tar		20	per gallon.

20,000	numbers black-lead pots—100 of No. 20, 100 of No. 40, 100 of No. 60, 100 of No. 80	$0 08	per number.
3	horse blankets	6 00	each.
3	fly-nets, for horses	3 00	each.
12	currycombs	30	each.
12	curry-cards	45	each.
1	dozen cart whips	9 00	per dozen.
8	ox-yokes, with bows, keys, bolt and ring, complete	14 00	each.
100	gallons dubbin	40	per gallon.
8	bushels best salt, Ashton's	1 00	per bushel.
600	pounds Castile soap, best	21	per pound.
250	pounds brown soap, best	15	per pound.
25	pounds pumice-stone, pulverized	04	per pound.
15	pounds rotten-stone, pulverized	06	per pound.
75	pounds best white glue	35	per pound.
10	pounds beeswax	60	per pound.
10	pounds best sponge	1 50	per pound.
100	pounds best curled hair, white	75	per pound.
150	pounds washing soda	15	per pound.
185	pounds borax	39	per pound.
4,575	pounds white chalk	02	per pound.
465	pounds red chalk	05	per pound.
3	pounds lampwick, balls	80	per pound.
7,265	pounds best tallow, beef	13	per pound.
8,000	pounds best navy oakum	13½	per pound.
10	pounds whipping twine	65	per pound.
2	pounds tufting twine	90	per pound.
24	pounds sewing twine	85	per pound.
2	pounds spring twine	80	per pound.
25	pounds sash cord	50	per pound.
50	pounds mop yarn	1 00	per pound.
900	pounds cotton waste	20	per pound.
300	pounds clean white rags	10	per pound.
55	pounds ground emery, sample at yard	20	per pound.
1	pound silver solder	6 00	per pound.
3	pieces webbing	1 50	per piece.
2	pieces gimp, black	75	per piece.
2	quires twilled emery cloth, No. 00	60	per quire.
4	quires twilled emery cloth, No. 1	70	per quire.
6	quires twilled emery cloth, No. 1½	75	per quire.
2	reams Sibley's emery cloth, No. 60	30 00	per ream.
1	ream Sibley's emery cloth, No. 80	30 00	per ream.
1	ream Sibley's emery cloth, No. 90	30 00	per ream.
1	ream Sibley's emery cloth, No. 100	30 00	per ream.
1	ream Sibley's emery cloth, No. 120	30 00	per ream.
30	yards best hair-cloth, 34 inches wide	1 50	per yard.
6	sides elk leather, for belt lacings	3 00	per side.
6	Calcutta kip skins, No. 2, for belt lacings	3 50	per skin.
7	sides lacing leather	4 00	per side.
50	yards ravens duck, heavy	60	per yard.
50	yards ravens duck, light	50	per yard.
1,800	pounds sheet zinc, No 11	14	per pound.
18	boxes sheet tin, XX, 14 by 20 inches	24 00	per box.
18	boxes sheet tin, X, 14 by 20 inches	19 00	per box.
2	stoves, cast-iron cylinder, 14 inches	16 00	each.
80	yards canvas, No. 2	1 00	per yard.
80	yards parsline	60	per yard.
20	fathoms 2½-inch Manilla rope, (30 pounds)	23	per pound.
20	fathoms 3-inch Manilla rope, (40 pounds)	23	per pound.

All articles to be of the best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 17, hardware.

6 dozen iron wardrobe hooks	$0 06	per dozen.
96 pairs iron butt hinges, 3 inches	10	per pair.
48 pairs iron butt hinges, loose, 3 inches	15	per pair.
48 pairs iron strap hinges, 16 inches	65	per pair.
24 pairs brass butt hinges, 2½ inches	30	per pair.
96 shutter rings and staples, iron	15	each.
96 turn-buckles	10	each.
6 dozen iron coat and hat hooks	15	per dozen.
3 dozen brass coat and hat hooks	1 75	per dozen.
2 night latches, 3 tumblers and steel keys	2 75	each.
24 iron thumb latches	10	each.
24 iron rim locks, with brass knobs, 5 inches	1 50	each.
24 iron dead locks, 5 inches	40	each.
48 iron padlocks, 3 inches	30	each.
36 iron chest locks, 3½ inches	30	each.
96 iron drawer locks, 3 inches	25	each.
24 iron wardrobe locks, 3 inches	25	each.
10 gross best iron screws, ¾-inch, No. 6	45	per gross.
10 gross best iron screws, 1-inch, No. 9	60	per gross.
10 gross best iron screws, 1¼-inch, No. 12	75	per gross.
10 gross best iron screws, 1½-inch, No. 14	1 10	per gross.
30 gross best iron screws, 1½-inch, No. 16	1 40	per gross.
10 gross best iron screws, 1½-inch, No. 18	1 60	per gross.
10 gross best iron screws, 4-inch, No. 26	7 50	per gross.
10 gross best brass screws, ¾-inch, No. 6	40	per gross.
10 gross best brass screws, 1-inch, No. 9	55	per gross.
10 gross best brass screws, 1¼-inch, No. 12	80	per gross.
2 gross bed screws, iron	6 00	per gross.
2 dozen iron sash pulleys	60	per dozen.
4 dozen iron turn-buttons, 2 inches	10	per dozen.
1 dozen saws, best wood, with frames	12 00	per dozen.
6 extra cast-steel handsaws, Disston's	2 50	each.
11 extra cast-steel handsaws, Disston's, for cutting bolts	1 75	each.
4 tenon saws, cast-steel	1 25	each.
2 circular saws, Disston's, 24 inches diameter, Stubbs's wire gauge, No. 10	14 50	each.
2 circular saws, Disston's, 30 inches diameter, Stubbs's wire gauge, No. 9, heavy	25 00	each.
6 dozen jig saws, 2 feet long	4 50	per dozen.
3 cross-cut saws, for lignumvitæ	8 00	each.
2 cross-cut saws, each 4 feet 6 inches long	3 25	each.
4 iron hacksaw frames, 12 inches	1 50	each.
4 iron hacksaw frames, 13 inches	1 62	each.
4 iron hacksaw frames, 14 inches	1 75	each.
36 hacksaw blades	50	each.
7 panel saws, fine teeth, Disston's	2 50	each.
7 compass saws	50	each.
4 sweep saws	2 37	each.
2 rip saws, Disston's	3 12	each.
2 sash saws, 10 inches	1 00	each.
2 keyhole saws and pads	75	each.
2 saw sets, Aikin's	1 50	each.
12 dozen saw blades, 32 inches long, ⅞-inch wide, Disston's	5 25	per dozen.
6 grindstones, 30 inches diameter, 5 inches face	5 50	each.
4 grindstones, 30 inches diameter, 7 inches face	8 00	each.
4 grindstones, 28 inches diameter, 7 inches face	7 25	each.
4 grindstones, 26 inches diameter, 7 inches face	6 00	each.
1 branding iron, (U. S. Navy)	6 00	each.
½ dozen turner's chisels, ½-inch	3 50	per dozen.
½ dozen turner's chisels, ⅝-inch	4 25	per dozen.
½ dozen turner's chisels, ⅞-inch	4 62	per dozen.
½ dozen turner's chisels, 1⅛-inch	5 50	per dozen.
½ dozen turner's chisels, 1¾-inch	9 00	per dozen.

½ dozen turner's gouges, ½-inch	$5 00	per dozen.
½ dozen turner's gouges, ¾ inch	5 50	per dozen.
½ dozen turner's gouges, ⅞-inch	5 50	per dozen.
½ dozen turner's gouges, 1⅛-inch	7 50	per dozen.
½ dozen turner's gouges, 1¾ inch	12 75	per dozen.
6 blockmaker's socket gouges, ½-inch	1 50	each.
6 blockmaker's socket gouges, 1-inch	1 50	each.
6 blockmaker's socket gouges, 1⅛-inch	1 63	each.
6 blockmaker's socket gouges, 1¼-inch	1 75	each.
6 blockmaker's socket gouges, 1½-inch	1 75	each.
6 blockmaker's socket gouges, 2-inch	2 90	each.
6 blockmaker's socket gouges, 2½-inch	2 75	each.
6 blockmaker's socket gouges, 3-inch	3 50	each.
6 blockmaker's socket chisels, ⅝-inch	1 25	each.
6 blockmaker's socket chisels, ⅞-inch	1 25	each.
6 blockmaker's socket chisels, 1⅛-inch	1 38	each.
6 blockmaker's socket chisels, 1¼-inch	1 38	each.
6 blockmaker's socket chisels, 1½ inch	1 50	each.
6 blockmaker's socket chisels, 2-inch	1 75	each.
6 blockmaker's socket chisels, 3-inch	3 00	each.
6 blockmaker's socket chisels, 3½-inch	3 50	each.
4 firmer chisels, ¼-inch	25	each.
4 firmer chisels, ¾-inch	25	each.
4 firmer chisels, 1-inch	30	each.
4 firmer chisels, 1½-inch	50	each.
4 firmer chisels, 2-inch	60	each.
1 set firmer chisels, Butcher's	3 50	per set.
1 set firmer gouges, ½ to 2 inches, sample at yard	4 75	per set.
1 socket gouge, 1-inch, Butcher's	60	each.
1 socket gouge, 1¼-inch, Butcher's	65	each.
2 socket gouges, 1½-inch, Butcher's	75	each.
2 socket gouges, 2-inch, Butcher's	1 05	each.
4 socket chisels, ¼-inch, Butcher's	38	each.
4 socket chisels, ⅜-inch, Butcher's	38	each.
4 socket chisels, ½ inch, Butcher's	38	each.
1 socket chisel, ⅝-inch, Butcher's	38	each.
2 socket chisels, ¾ inch, Butcher's	40	each.
1 socket chisel, ⅞-inch, Butcher's	50	each.
2 socket chisels, 1-inch, Butcher's	50	each.
2 socket chisels, 1⅛ inch, Butcher's	50	each.
2 socket chisels, 1¼-inch, Butcher's	60	each.
2 socket chisels, 1½ inch, Butcher's	75	each.
1 socket chisel, 2-inch, Butcher's	1 00	each.
1 socket chisel, 2½-inch, Butcher's	1 25	each.
7 dozen best No. 3 shovels, flat	14 00	per dozen.
7 dozen best steel shovels	14 00	per dozen.
2 dozen best mud spades	14 00	per dozen.
4 dozen best four-prong chip forks	15 50	per dozen.
2 dozen best stable forks	15 50	per dozen.
3 dozen best wood axes, handled	21 00	per dozen.
4 round axes, blockmaker's	6 00	each.
2 broad axes, best quality	2 75	each.
2 adzes, best quality	2 75	each.
20 hatchets, handled, Beattie's	1 00	each.
24 plumber's irons	1 25	each.
2 pairs tinner's shears	9 50	per pair.
13 pairs hand shears, No. 7	4 00	per pair.
2 pairs bench shears, No. 1	11 50	per pair.
3 pairs bench shears, No. 2	9 50	per pair.
3 stock-shave knives	2 50	each.
6 race knives	50	each.
1 set tinner's chisels, from 1¼ to ½-inch	1 00	per set.
1 set tinner's solid punches, from ⅜ to $\frac{1}{16}$-inch	1 00	per set.
8 drawing knives, 12 inches	1 25	each.
12 hacking knives	75	each.
6 pallet knives, 6 inches	30	each.

6 pallet knives, 12 inches	$1 25	each.
4 dozen shave hooks, for plumbers	5 50	per dozen.
4 dozen hand ladles, 4 inches	4 60	per dozen.
1 pair sliding tongs	4 60	per pair.
17 pair cutting nippers, 6 inches	75	per pair.
1 pair cutting nippers, 8 inches	1 50	per pair.
4 pairs cutting nippers, 10 inches	2 00	per pair.
24 nail gimlets, assorted	06	each.
12 spike gimlets, assorted	10	each.
18 hand bellows, small	75	each.
24 cast-steel squares, marks cut deep	1 37	each.
1 boxwood scale, triangular, 2 feet	4 00	each.
14 pairs calipers, large	1 75	per pair.
3 pairs compasses, large	1 75	per pair.
1 pair compasses, small	1 00	per pair.
7 pairs compasses, 6 inches	62	per pair.
19 pairs compasses, 12 inches, steel points	1 40	per pair.
2 glaziers' diamonds	5 00	each.
18 oil stones, Washita	3 50	each.
2 spirit levels, Hall & Knapp's, with plumbs	2 50	each.
4 steel tongue bevels—6, 8, 10, and 12 inches, (one of each)	50	each.
6 steel blade squares—6, 8, 10, 12, 16, and 18 inches, (one of each)	75	each.
2 large iron braces	2 00	each.
9 Scotch braces and sets of bits, complete	5 75	each.
12 pair grooving plane bits	50	per pair.
2 dozen nose bits, $\frac{1}{8}$-inch	1 12	per dozen.
2 dozen nose bits, $\frac{1}{4}$-inch	1 12	per dozen.
1 dozen nose bits, $\frac{3}{8}$-inch	1 12	per dozen.
6 dozen car-builder's bits, $\frac{1}{4}$-inch	4 00	per dozen.
3 dozen car-builder's bits, $\frac{5}{16}$-inch	4 87	per dozen.
3 dozen car-builder's bits, $\frac{3}{8}$-inch	6 00	per dozen.
12 panel plough bits, $\frac{3}{8}$-inch	25	each.
12 panel plough bits, $\frac{1}{2}$-inch	25	each.
12 panel plough bits, $\frac{5}{8}$-inch	25	each.
12 panel plough bits, $\frac{3}{4}$-inch	25	each.
2 diagonal bits, Hill & Adams's	3 00	each.
8 sets sofa casters, brass	1 50	per set.
10 dozen sofa springs, steel	1 00	per dozen.
4 cases of awls, Aiken's	1 35	each.
36 iron barrel bolts, 8 inches	20	each.
24 iron neck bolts, 6 inches	18	each.
48 iron shutter bolts, 10 inches	25	each.
2 brass flush bolts, 4 inches long, $\frac{1}{2}$ inch wide	06	each.
4 wire tape-lines, 100 feet long	7 75	each.
3 wire tape-lines, 50 feet long	5 00	each.
6 chalk-lines, 50 feet long	15	each.
9 boxwood 2-feet rules, brass bound	1 75	each.
5 pairs round pliers—1 of 4, 2 of 6, and 2 of 10 inches	75	per pair.
2 dozen pair small pliers	2 87	per dozen.
2 sets cast-steel letters and figures, $\frac{1}{4}$-inch	8 25	per set.
1 set cast-steel letters and figures, $\frac{1}{2}$-inch	14 00	per set.
1 set cast-steel letters and figures, $\frac{3}{16}$-inch	6 75	per set.
1 set cast-steel letters and figures, $\frac{1}{8}$-inch	5 50	per set.
1 set cast-steel letters and figures, $\frac{3}{32}$-inch	5 50	per set.
3 tap borers, small	75	each.
12 belt punches, assorted	50	each.
6 milling tools, $\frac{3}{4}$ and $\frac{7}{8}$ inch, (three of each)	1 00	each.
200 pounds iron wire, $\frac{3}{16}$-inch	10	per pound.
200 pounds iron wire, $\frac{1}{4}$-inch	10	per pound.
100 pounds copper nails, 8*d*	70	per pound.
10 pounds copper burrs	65	per pound.
50 pounds iron rivets, Nos. 1 to 13	25	per pound.
50 pounds iron rivets, 14 ounces to 8 pounds	25	per pound.
10 pounds copper belt rivets and washers, $\frac{1}{2}$-inch	65	per pound.
100 pounds block-maker's rivets, 1-inch	17	per pound.

100 pounds blockmaker's rivets, 1½-inch	$0 17	per pound
100 pounds blockmaker's rivets, 2-inch	17	per pound.
100 pounds blockmaker's rivets, 2½-inch	17	per pound.
187 papers iron cut tacks, 16 and 18 ounces	10	per paper.
2 monkey wrenches, 6 inch	60	each.
2 monkey wrenches, 8-inch	75	each.
10 pounds copper wire, No. 14	60	per pound.
8 monkey wrenches, 12 inches	1 00	each.
8 monkey wrenches, 14 inches	1 50	each.
5 monkey wrenches, 16 inches	1 50	each
2 screw wrenches, wrought-iron, 6 inches, Coe's	1 00	each.
3 screw wrenches, wrought-iron, 8 inches, Coe's	1 00	each.
2 screw wrenches, wrought-iron, 10 inches, Coe's	1 25	each.
4 screw wrenches, wrought-iron, 12 inches, Coe's	1 50	each.
2 screw wrenches, wrought-iron, 14 inches, Coe's	2 50	each.
3 screw wrenches, wrought-iron, 15 inches, Coe's	2 50	each.
1 screw wrench, wrought-iron, 18 inches, Coe's	3 50	each.
13 iron hand vices	1 00	each
14 cast-iron bench vices, No. 2, per sample	5 00	each.
13 wrought-iron vices, 80 pounds each, solid boxes, (1,040 pounds)	24	per pound.
2 wrought-iron vices, 100 pounds each, solid boxes, (200 pounds)	24	per pound.
3 mousehole anvils, 400 pounds each, (1,200 pounds)	15	per pound.
54 iron clamp screws, small, per sample	75	each.
48 chipping hammers, No. 2	1 25	each.
6 iron wire sieves, No. 4	1 00	each.
6 iron wire sieves, No. 8	1 00	each.
6 brass wire sieves, No. 50	2 50	each.
2 pair blacksmiths' bellows, 40 inches	35 00	per pair.
36 tinners' riveting hammers, No. 2	1 00	each.
4 heavy riveting hammers, bright, 1½-inch, No. 0	1 50	each.
6 heavy riveting hammers, 1⅛-inch	1 25	each.
2 rivet sets and heads, No. 0	1 25	each.
2 rivet sets and heads Nos. 1 and 2	1 25	each.
2 rivet sets and heads, Nos. 3 and 4	1 00	each.
2 rivet sets and heads, Nos. 5 and 6	75	each.
5 dozen gas-burners	75	per dozen.
1 platform scale, to weigh 500 pounds, Fairbanks's	27 50	each.

All articles to be of the best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

WM. F. MURPHY & SONS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 18, stationery.

2 paper scales, 10 feet to 1 inch, sample at yard	$0 50	each.
3 paper scales, 8 feet to 1 inch, sample at yard	50	each.
1 set ivory drawing scales, 2, 4, 5, 8, and 10 feet to the inch	5 50	per set.
25 yards tracing cloth, best	1 15	per yard.
50 sheets double-elephant drawing paper, hot pressed	40	per sheet.
41 reams cap paper, faint-lined, best	6 50	per ream.
29 reams letter paper, faint-lined, best	6 00	per ream.
6 reams letter paper, to pattern, best	6 50	per ream.
15 reams correspondence paper, to pattern, best	9 80	per ream.
13 reams regulation paper, to pattern, best	6 00	per ream.
9 reams note paper, faint-lined, best	3 75	per ream.
2½ reams envelope paper, large size, best	8 25	per ream.
3 reams envelope paper, cap size, best	4 00	per ream.
2 reams blotting board, white	25 00	per ream.
15 reams blank bills, to pattern	14 00	per ream.
1 ream blank requisitions, to pattern	15 00	per ream.
2 reams blank vouchers, receipts and expenditures, to pattern	9 50	per ream.

4 reams mechanics' pay-rolls, to pattern	$31	00	per ream.
1 ream weekly reports, to pattern	15	00	per ream.
6 reams weekly reports, muster-rolls, double-cap, ruled, stitched, and bound, to pattern	16	00	per ream.
2 reams receipts for pay, to pattern	9	00	per ream.
2 reams pay-tickets, to pattern	10	00	per ream.
½ ream money-estimates, to pattern	14	00	per ream.
½ ream money-book, bound, to pattern	48	00	per ream.
½ ream officers' pay-rolls, to pattern	48	00	per ream.
½ ream officers' muster-rolls, to pattern	48	00	per ream.
½ ream accounts-current, to pattern	32	00	per ream.
½ ream accounts-pay, to pattern	20	00	per ream
½ ream certificates of settlement, to pattern	20	00	per ream.
7 quires wrapping paper, 36 by 24 inches, to pattern		60	per quire.
6 quires oiled paper, for letter-press	1	20	per quire.
3 books, 9 quires, mechanics' pay rolls, bound, to pattern	24	00	each.
1 book, 8 quires, to pattern	20	00	each.
2 books, 6 quires, to pattern	15	00	each.
1 book, 5 quires, cash, to pattern	5	00	each.
2 books, 4 quires, to pattern	4	00	each.
60 books, 3 quires, to pattern	1	05	each.
1 book, daily reports, to pattern	5	00	each.
1 rough log, to pattern	5	00	each.
42 requisition books, to pattern	5	00	each.
2 books, monthly reports, to pattern	14	50	each.
26 letter-books, for copying press, to pattern, 500 leaves each	4	50	each.
1 bill-book, to pattern	14	50	each.
3 books, for requisitions, to pattern	5	00	each.
16 letter-files, to pattern	2	00	each.
5 portfolios, to pattern	3	25	each.
4 Philadelphia Directories, for 1866	3	50	each.
3 American Almanacs, for 1866	1	50	each.
142 memorandum-books, assorted, to pattern		42	each.
17 bottles Arnold's copying ink, pints	1	00	per bottle.
21 bottles Arnold's black ink, quarts		60	per bottle.
20 bottles Bryan & Wilcox's fluid, pints		60	per bottle.
30 bottles carmine, (French,) small		22	per bottle.
1 bottle blue ink, small		10	per bottle.
3 quarts black sand, in quart boxes		20	per quart.
22 inkstands, to pattern	1	50	each.
2 slates, porcelain, to pattern	2	00	each
500 extra large size envelopes, white, gummed	26	00	per M.
9,450 legal size envelopes, white, gummed	11	00	per M.
8,200 letter size envelopes, white, gummed	4	50	per M.
1,750 note size envelopes, white, gummed	4	00	per M.
1 pound best sealingwax, (French)	1	75	per pound.
1 pound best wafers, (French)	1	75	per pound.
48 gross Wheeler & Co.'s imperial Peruvian pens	1	10	per gross.
2 gross Gillott's pens, Nos. 303 and 251	1	75	per gross.
100 clarified quills, best	2	00	per 100
2 sand boxes, best		18	each.
84 pieces red tape, best		06	each.
98 elastic letter bands		04	each.
2 letter balances, of approved quality	3	00	each.
10 paper holders, to pattern		60	each.
2 paper folders, ivory		65	each.
3 bill clasps, for accounts	1	00	each.
47 dozen Faber's best black lead pencils, Nos. as required	1	00	per dozen.
6 penknives, best quality, (Congress)	2	50	each.
15 erasing knives, best quality		90	each.
28 bottles adhesive mucilage, with brushes		22	per bottle.
1 Webster's Unabridged Dictionary, pictorial edition, 1,500 illustrations, per sample	10	00	each.
70 pieces Green's ink eraser, or India-rubber, at choice		10	each.
270 penholders, best quality		05	each.

14 rules, 2 feet, best quality	$0	50	each.
2 rulers, to pattern		80	each.
2 pair shears, for cutting paper	1	50	per pair
11 boxes eyelets		30	per box.
1 eyelet press	3	00	each.
1 case of instruments, per sample	40	00	each.

All articles to be of the best quality.

The whole to be delivered on or before the 1st November next, unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 19, firewood.

85 cords spruce firewood, first cut	$8	40	per cord.

One-third part to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866, unless earlier required, with a notice of twelve days.

JOHN ELLIOTT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 20, hay and straw.

35 tons (2,240 pounds per ton) best timothy and clover hay	$21	00	per ton.
2 tons (2,240 pounds per ton) rye straw, in bundles	21	00	per ton.

One-third part to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

JOHN ELLIOTT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 21, provender.

975 bushels ground corn	$0	95	per bushel.
128 bushels corn		99	per bushel.
975 bushels ground oats		65	per bushel.
640 bushels oats		70	per bushel.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

PAUL J. FIELD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 22, charcoal.

800 barrels charcoal	$0	64	per barrel.
800 bushels coke		14	per bushel.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

HENRY W. BURR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 23, belting, packing, and hose.

110 pounds gum packing, assorted, sample at yard	$0	90	per pound.
40 pounds gum man-hole rings, sample at yard	1	12½	per pound.
40 pounds gum hand-hole rings, sample at yard	1	12½	per pound.
10 gum valves, 10¾ inches diameter, (25 pounds)	1	12½	per pound.
200 feet leather belting, 1½ inches, best		11	per foot.
250 feet leather belting, 2 inches, best		16	per foot.
200 feet leather belting, 2½ inches, best		20	per foot.
185 feet leather belting, 3 inches, best		30	per foot.
100 feet leather belting, 3½ inches, best		35	per foot.
75 feet leather belting, 4 inches, best		40	per foot.

90 feet leather belting, 6 inches, best	$0 60	per foot.
50 feet leather belting, 9 inches, best	90	per foot.
100 feet leather belting, 2½ inches, double, best	45	per foot.

The whole to be delivered on or before the 1st December next, unless earlier required, with a notice of twelve days.

WM. E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 24, sperm and lubricating oils.

1,180 gallons sperm oil, pure	$2 07	per gallon.
125 gallons lard oil, best	1 55	per gallon.
780 gallons fish oil, best	1 13	per gallon.
42 gallons tanner's oil, best	1 06	per gallon.
4 gallons oil of spike, best	3 00	per gallon.
8 gallons sweet oil, best	2 00	per gallon.

To be delivered in tight and suitable vessels. One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

GEO. H. CREED. DATE OF CONTRACT, JULY 13, 1865.

Class No. 26, augers.

2 dozen patent ship augers, $\frac{7}{16}$ inch, best	$5 50	per dozen.
30 dozen patent ship augers, $\frac{1}{2}$ inch, best	5 50	per dozen.
75 dozen patent ship augers, $\frac{9}{16}$-inch, best	6 50	per dozen.
75½ dozen patent ship augers, $\frac{5}{8}$ inch, best	6 50	per dozen.
90½ dozen patent ship augers, $\frac{11}{16}$-inch, best	7 50	per dozen.
75½ dozen patent ship augers, $\frac{3}{4}$-inch, best	8 00	per dozen.
45½ dozen patent ship augers, $\frac{13}{16}$-inch, best	9 00	per dozen.
45½ dozen patent ship augers, $\frac{7}{8}$-inch, best	9 00	per dozen.
20½ dozen patent ship augers, $\frac{15}{16}$-inch, best	10 50	per dozen.
30 dozen patent ship augers, 1-inch, best	10 50	per dozen.
20 dozen patent ship augers, $1\frac{1}{16}$ inch, best	12 00	per dozen.
60 dozen patent ship augers, $1\frac{1}{8}$-inch, best	12 00	per dozen.
75 dozen patent ship augers, $1\frac{3}{16}$-inch, best	13 50	per dozen.
60 dozen patent ship augers, $1\frac{1}{4}$-inch, best	13 50	per dozen.
30 dozen patent ship augers, $1\frac{5}{16}$-inch, best	15 00	per dozen.
15 dozen patent ship augers, $1\frac{3}{8}$ inch, best	15 00	per dozen.
8 dozen patent ship augers, $1\frac{7}{16}$ inch, best	16 00	per dozen.
8 dozen patent ship augers, $1\frac{1}{2}$-inch, best	16 00	per dozen.
20 dozen patent ship augers, $1\frac{5}{8}$-inch, best	20 00	per dozen.
7 dozen patent ship augers, $1\frac{11}{16}$-inch, best	22 00	per dozen.
7 dozen patent ship augers, $1\frac{3}{4}$-inch, best	22 00	per dozen.
7 dozen patent ship augers, $1\frac{13}{16}$ inch, best	24 00	per dozen.
7 dozen patent ship augers, $1\frac{7}{8}$ inch, best	24 00	per dozen.
7 dozen patent ship augers, $1\frac{15}{16}$-inch, best	27 00	per dozen.
3 dozen patent ship augers, 2 inch, best	30 00	per dozen.
3 dozen patent ship augers, $2\frac{1}{8}$ inch, best	40 00	per dozen.
3 dozen patent ship augers, $2\frac{1}{4}$-inch, best	50 00	per dozen.
3 dozen patent ship augers, $2\frac{3}{8}$-inch, best	60 00	per dozen.
3 dozen patent ship augers, $2\frac{1}{2}$-inch, best	72 00	per dozen.
3 dozen patent ship augers, $2\frac{5}{8}$ inch, best	96 00	per dozen.
2 dozen patent ship augers, $2\frac{3}{4}$-inch, best	100 00	per dozen.
2 dozen patent ship augers, $2\frac{7}{8}$-inch, best	100 00	per dozen.
2 dozen patent ship augers, 3-inch, best	120 00	per dozen.
20 dozen auger bits, Cook's, $\frac{5}{8}$-inch	4 00	per dozen.
20 dozen auger bits, Cook's, $\frac{3}{4}$-inch	5 00	per dozen.
60 dozen auger bits, Cook's, $\frac{7}{8}$ inch	5 50	per dozen.
30 dozen auger bits, Cook's, 1-inch	6 50	per dozen.
20 dozen auger bits, Cook's, $1\frac{1}{8}$-inch	7 50	per dozen.
½ dozen screw auger bits, Cook's, $\frac{1}{4}$-inch	2 00	per dozen.
½ dozen screw auger bits, Cook's, $\frac{3}{8}$-inch	3 00	per dozen.
¾ dozen screw auger bits, Cook's, $\frac{1}{2}$-inch	4 00	per dozen.

½ dozen screw auger bits, Cook's, $\frac{5}{8}$ inch	$4 00	per dozen.
1 dozen screw auger bits, Cook's, $\frac{3}{4}$-inch	5 00	per dozen.
1½ dozen screw auger bits, Cook's, $\frac{7}{8}$ inch	6 00	per dozen.
1 dozen screw auger bits, Cook's, 1-inch	6 00	per dozen.
1½ dozen screw auger bits, Cook's, 1$\frac{1}{8}$-inch	8 00	per dozen.
1 dozen screw auger bits, Cook's, 1$\frac{1}{4}$-inch	8 00	per dozen.
$\frac{3}{4}$ dozen screw auger bits, Cook's, 1$\frac{3}{8}$-inch	8 00	per dozen.
1 dozen screw auger bits, Cook's, 1½-inch	10 00	per dozen.
83 dozen auger bits, Pugh's, $\frac{3}{8}$-inch	2 50	per dozen.
1 dozen auger bits, Pugh's, $\frac{7}{16}$ inch	3 00	per dozen.
40 dozen auger bits, Pugh's, ½-inch	3 50	per dozen.
16 dozen gimlet bits, 6*d*	1 00	per dozen.
8 dozen gimlet bits, 8*d*	1 00	per dozen.
1 dozen screw augers, Cook's, ½-inch	4 00	per dozen.
1 dozen screw augers, Cook's, $\frac{3}{4}$-inch	6 00	per dozen.
1 dozen screw augers, Cook's, 1-inch	8 00	per dozen.
1 dozen screw augers, Cook's, 1$\frac{1}{8}$-inch	10 00	per dozen.
1 dozen screw augers, Cook's, 1½-inch	12 00	per dozen.
1 dozen screw augers, Cook's, 1$\frac{7}{8}$-inch	15 00	per dozen.
6 dozen screw augers, Cook's—6 of $\frac{3}{4}$, 4 of $\frac{7}{8}$, 6 of 1, 4 of 1$\frac{1}{8}$, 8 of 1$\frac{1}{4}$, 4 of 1$\frac{3}{8}$, 8 of 1½, 2 of 1$\frac{5}{8}$, 4 of 1$\frac{3}{4}$, 2 of 1$\frac{7}{8}$, 8 of 2, 2 of 2$\frac{1}{8}$, 2 of 2$\frac{1}{4}$, 2 of 2$\frac{3}{8}$, 2 of 2$\frac{1}{2}$, 2 of 2$\frac{5}{8}$, 2 of 2$\frac{3}{4}$, 2 of 2$\frac{7}{8}$, and 2 of 3 inches	20 00	per dozen.

All the above to be of the best quality. One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days.

WILLIAM HUNTER, JR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 27, anthracite coal.

1,420 tons (2,240 pounds per ton) broken Lehigh steamboat coal	$6 75	per ton.

All of the above coal to be of the best quality of its kind. The contractor to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

One-third part to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 12 days.

EATON & GAGE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 30, semi-bituminous Broad Top coal.

700 tons (2,240 pounds per ton) semi-bituminous Broad Top coal, for smiths' use	$8 37	per ton.

All of the above coal to be of the best quality of its kind, and free from lumps. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

One-third part to be delivered on or before the 1st November next; one-third part on or before the 1st February; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 12 days.

MERRICK & SONS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 32, machinery and tools.

2 floats, for sectional dry-dock, 24 feet 7 inches long, by 19 feet 10 inches wide, and 6 feet deep, each float to weigh 36,000 pounds	$0 09¾	per pound.
6 clutches, for pumps for line shafting, 300 pounds, patterns at yard	03¾	per pound.
6 universal couplings, for line shafting, 132 pounds, patterns at yard	03¾	per pound.
2 large bevel wheels, for floats, 110 pounds, patterns at yard	03¾	per pound.

2 small bevel wheels, for floats, 80 pounds, patterns at yard	$0 03¾	per pound.
12 waleshore racks, 144 pounds, patterns at yard	03¾	per pound.
6 heel castings, for waleshores, 66 pounds, patterns at yard	03¾	per pound.
12 racks, for bilge ways, 312 pounds, patterns at yard	03¾	per pound.
6 pawl holders, for bilge blocks, 36 pounds, patterns at yard	03¾	per pound.
24 friction rollers, for segment posts, 528 pounds, patterns at yard	03¾	per pound.
6 fire bars, 336 pounds, patterns at yard	03¾	per pound.
3 bevel wheels, for slewing cranes, 108 pounds, patterns at yard	03¾	per pound.
2 wheels, for hoisting drum, 400 pounds, patterns at yard	03¾	per pound.
1 sleeve, to guide drum, 116 pounds, pattern at yard	03¾	per pound.
1 sleeve, for slewing gear, 50 pounds, pattern at yard	03¾	per pound.
2 sheaves, for end of crane, 172 pounds, patterns at yard	03¾	per pound.
2 sheaves, for bucket bail, 172 pounds, patterns at yard	03¾	per pound.
2 clutches, for engine shaft, 68 pounds, patterns at yard	03¾	per pound.
2 small star wheels, for crane, 44 pounds, patterns at yard	03¾	per pound.
1 short link hoisting chain, $\frac{7}{8}$-inch, 43½ fathoms long, 46 pounds to the fathom, (2,001 pounds)	11	per pound.
1 short link hoisting chain, $\frac{5}{8}$-inch, 34 fathoms long, 26 pounds to the fathom, (884 pounds)	12	per pound.
1 short link backing chain, $\frac{9}{16}$-inch, 12 fathoms long, 18 pounds to the fathom, (216 pounds)	12	per pound.
2 Ashcroft's 7 inches brass steam gauge, with siphons, &c., attached, complete	20 00	each.

The two floats to be made of the best wrought iron, $\frac{3}{8}$-inch thick, and well riveted to substantial floor and deck beams; to be securely fastened at the sides with vertical braces, connected with the top and bottom of the float; also, with diagonal braces connecting with the deck beams and bottom; also vertical braces connecting in the centre of the float from beam to bottom. The floats to be water-tight, and to have a composition valve located in such a manner as to drain the floats. Each float to have two good coats of red lead, and to be in every respect like those in use; and to be finished in a workmanlike manner, with the exception of the wooden decks, which are not to be furnished.

The whole to be delivered within six months from and after date of contract, unless earlier required, with a notice of 12 days.

MORTON & SHARP. DATE OF CONTRACT, JULY 25, 1865.

Class A, storehouse.

For building an extension to storehouse, according to plans and specifications to be seen at the navy yard. Bidders will name the time in which they will complete the work. Complete	$30,300 00

MORTON & SHARP. DATE OF CONTRACT, JULY 25, 1865.

Class B, plumber shop.

For building an extension to plumber shop, according to plans and specifications to be seen at the navy yard. Bidders will name the time in which they will complete the work. Complete	$8,300 00

Schedule of materials required at the United States naval asylum, Philadelphia, for the year ending June 30, 1866.

WILLIAM MULDOON. DATE OF CONTRACT, JULY 13, 1865.

Class No. 2, hats, boots, shoes, &c.

75 hats, black felt	$2 60	each.
100 pairs boots, calfskin	4 75	per pair.
150 pairs shoes	2 75	per pair.

100 pairs slippers	$1 50	per pair.
75 pairs boots and shoes, half-soled	75	per pair.
75 pairs boots and shoes, heeled	25	per pair.

To be delivered as required.

THOMAS STRICKLAND. DATE OF CONTRACT, JULY 13, 1865.

Class No. 3, provisions.

20,000 pounds beef, fresh, and best quality	$0 11⅔	per pound.
12,000 pounds corned beef, best quality	11	per pound.
1,900 pounds mutton, fresh, and best quality	12½	per pound.
2,000 pounds salt pork, best quality	22	per pound.
1,200 pounds bacon, best quality	22	per pound.
5,000 pounds veal, fresh, best quality	10	per pound.
525 pounds dried beef, best quality	25	per pound.
650 pounds poultry, fresh, best quality	20	per pound.
200 pounds lamb, fresh, best quality	15	per pound.
1,000 pounds fish, fresh, best quality	10	per pound.
28,000 pounds vegetables, fresh, best quality	04	per pound.
575 bushels potatoes, best quality	1 20	per bushel.
6 bushels dried white beans, best quality	2 00	per bushel.

To be delivered daily, as required.

WILLIAM L. MADDOCK. DATE OF CONTRACT, JULY 13, 1865.

Class No. 4, groceries.

6,000 pounds butter, best quality	$0 50	per pound.
5,500 pounds sugar, best brown	16	per pound.
2,000 pounds coffee, per sample	36	per pound.
300 pounds tea, per sample	1 80	per pound.
1,600 pounds rice, best quality	15	per pound.
600 pounds flour, superfine	06	per pound.
160 pounds boxed raisins, best quality	40	per pound.
6 pounds assorted spices	2 50	per pound.
2,500 pounds fish, salt cod	10	per pound.
1,400 pounds mackerel, No. 1	15	per pound.
450 pounds starch, pearl	14	per pound.
150 pounds soda, washing	07	per pound.
8 pounds indigo, best quality	2 00	per pound.
2,900 pounds hard soap, best	12	per pound.
80 gallons best New Orleans molasses	1 10	per gallon.
2,300 gallons milk, best quality	40	per gallon.
225 gallons cider vinegar, best	45	per gallon.
10 gallons winter-strained sperm oil	1 00	per gallon.
20 bushels salt	1 00	per bushel.
4 barrels pickles	3 00	per barrel.
80 pounds mustard, best quality	50	per pound.
160 pounds pepper, best quality	50	per pound.
27 barrels best soft soap, 30 gallons per barrel	2 00	per barrel.
500 eggs, fresh	2 00	per 100.

To be delivered as required.

JOSEPH PETERS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 6, bread, &c.

37,000 pounds best fresh bread	$0 04	per pound.
150 mince pies, size of dinner plates	05	each.
75 fruit pies, size of dinner plates	05	each.

To be delivered as required.

PAUL J. FIELD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 7, tobacco.

1,500 pounds chewing tobacco, best, and free from stems	$0 79	per pound.

To be delivered as required.

THOMAS STRICKLAND. DATE OF CONTRACT, JULY 13, 1865.

Class No. 13, provender.

250 bushels oats, best quality, 32 pounds per bushel	$0	75	per bushel.
50 bushels bran, double bushels		80	per bushel.
20 bushels corn		90	per bushel.
50 bundles rye-straw		15	per bundle.

To be delivered as required.

WILLIAM F. MURPHY & SONS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 16, stationery.

10 blank books, printed and ruled as required	$7	00	each.
1 requisition book, printed, per sample	10	00	each.
1 ledger, printed, per sample	1	00	each.
25 quires blank bill-heads, per sample		50	per quire.
1 log book	18	00	each.
5 quires money requisitions, two kinds, per sample	1	00	per quire.
5 quires monthly muster rolls of officers, &c., per sample	5	00	per quire.
5 quires reports of admissions, &c., per sample	2	00	per quire.
5 quires pay-rolls, per sample	5	00	per quire.
5 quires reports of absentees, per sample	1	25	per quire.
6 reams cap paper, official, printed, as per sample	10	00	per ream.
6 reams Carew letter paper, printed, as required	9	00	per ream.
1,200 official envelopes, best, printed, as required	1	25	per 100.
2,400 cream-laid letter envelopes, printed	1	00	per 100.
6 boxes steel pens, best	1	00	per box.
8 bottles (quarts) Stephens's blue-black writing fluid		75	per bottle.
8 bottles (quarts) London copying ink	1	25	per bottle.
4 bottles Guyot & Co.'s superfine carmine		20	per bottle.
4 bottles (large) mucilage and brush		40	per bottle.
8 dozen Faber's lead pencils	1	25	per dozen.
4 dozen pieces red tape		06	per dozen.
4 dozen silk taste or braid		15	per dozen.
12 memorandum-books, assorted sizes		50	each.
4 penknives, Rodgers's best, pearl handles	2	50	each.
4 dozen penholders		70	per dozen.
6 reams note paper, best thick, printed, as per sample	5	00	per ream.
1 copying-book, cap size, indexed, 500 pages	4	40	each.
5 quires best buff envelope paper		70	per quire.
2 portfolios, large, best	3	25	each.
5 quires blotting board	2	00	per quire.
3 erasers, large, ivory handles, Rodgers's		10	each.
6 pieces best prepared India-rubber		10	each.

To be delivered as required.

Schedule of materials required at the United States navy yard, Washington, D. C., for the year ending June 30, 1866.

NICHOLAS ACKER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 1, brick.

300,000 hard-burned brick, best quality, hand-made	$12	00	per M.
50,000 straight fire brick, best quality	70	00	per M.
5,000 No. 1 fire brick, best quality	70	00	per M.
5,000 soap fire brick	68	00	per M.

All of the above fire brick to be of the manufacture of J. Newkumet & Co., Philadelphia, or Mount Savage, and to be of the best quality.

To be delivered as required.

WILLIAM G. RIDGELY. DATE OF CONTRACT, JULY 13, 1865.

Class No. 2, stone.

100 perches Potomac building stone, half truck stone, one-half large size Wheeling stone	$5 00	per perch.
5,000 superficial feet North river flagging stone, 4 feet wide, not less than three inches thick, dressed smooth and out of wind	34	per foot.
100 tons water paving stone, not less than five nor more than seven inches each way	2 85	per ton.

To be delivered as required.

JOHN O. EVANS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 4, yellow pine lumber.

20,000 feet, board measure, best Eastern Shore yellow pine, 3 by 12 inches, lengths from 18 to 25 feet	$45 00	per M.
30,000 feet, board measure, Eastern Shore heart yellow pine, 2 by 6 inches, wrought to parallel widths, square edges, and in lengths from 20 to 30 feet	65 00	per M.
2,125 cubic feet Eastern Shore yellow pine, 14 by 14 inches, and in lengths from 30 to 50 feet, (hewn)	48	per cubic foot.

The above lumber to be free from sap, bad knots, shakes, and all sawed to square edges.
To be delivered as required.

JOHN O. EVANS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 5, oak and hard wood.

3,142 cubic feet hewn white oak timber, 12 by 12 inches, in lengths from 25 to 50 feet	$0 65	per cubic foot.
2,200 cubic feet hewn white oak timber, 14 by 14 inches, in lengths from 25 to 50 feet	65	per cubic foot.
700 cubic feet hewn white oak timber, 10 by 10 inches	65	per cubic foot.
20 pieces black gum buts, not less than 8 inches at the small end, in lengths of 10 feet	1 50	per piece.
10 cords of hickory buts, quartered, 6 feet long, of young growth, straight grained, free from knots, with bark removed	25 00	per cord.
2,000 feet, board measure, white oak boards, 1 inch, 12 feet long	50 00	per M.
2,000 feet, board measure, white ash plank, 1½ inch, 12 feet long	50 00	per M.
1,000 feet, board measure, white oak plank, 2½ inches, 12 feet long	50 00	per M.

To be delivered as required.

JOHN O. EVANS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 6, white pine, spruce, juniper, and cypress.

5,000 feet, board measure, 3-inch white pine plank, not more than 18 nor less than 12 inches wide, in lengths from 15 to 20 feet, first clear	$79 00	per M.
13,000 feet, board measure, 2-inch white pine, 16 feet long, first clear	78 00	per M.
13,000 feet, board measure, 1½-inch white pine, 16 feet long, first clear	78 00	per M.
16,000 feet, board measure, 1-inch white pine, 16 feet long, first clear	75 00	per M.
26,000 feet, board measure, ½-inch white pine, 16 feet long, first clear	55 00	per M.
2,000 feet, board measure, 3-inch white pine, 16 feet long, second clear	55 00	per M.
5,000 feet, board measure, 2½-inch white pine, 16 feet long, second clear	55 00	per M.
30,000 feet, board measure, 2-inch white pine, 16 feet long, second clear	60 00	per M.

7,000 feet, board measure, 1½-inch white pine, 16 feet long, second clear	$65 00	per M.
55,000 feet, board measure, 1-inch white pine, 16 feet long, second clear	50 00	per M.
12,000 feet, board measure, 2-inch white pine, 16 feet long, third clear	35 00	per M.
60,000 feet, board measure, 1-inch white pine, 16 feet long, third clear	34 00	per M.
26 pieces white pine, 27 feet long, 8 by 16 inches, second clear	9 80	per piece.
15 pieces white pine, 35 feet long, 5 by 14 inches, second clear	7 00	per piece.
20 pieces white pine, 24 feet long, 12 by 12 inches, second clear	9 80	per piece.
15 pieces white pine, 20 feet long, 10 by 12 inches second clear	7 00	per piece.
18 pieces white pine, 18 feet long, 8 by 10 inches, second clear	4 25	per piece.
22 pieces white pine, 20 feet long, 8 by 8 inches, second clear	3 80	per piece.
35 pieces white pine, 24 feet long, 6 by 6 inches, second clear	4 90	per piece.
60 pieces white pine, 30 feet long, 4 by 6 inches, second clear	2 04	per piece.
75 pieces white pine, 20 feet long, 4 by 4 inches, second clear	95	per piece.
160 pieces white pine, 24 feet long, 3 by 4 inches, second clear	80	per piece.
200 pieces white pine, 20 feet long, 3 by 12 inches, second clear	2 04	per piece.
300 pieces white pine, 18 feet long, 3 by 12 inches, second clear	1 85	per piece.
200 pieces white pine, 6 feet long, 8 by 8 inches, third clear.	1 22	per piece.
300 pieces white pine, 6 feet long, 4 by 6 inches, third clear.	40	per piece.
7,000 feet, board measure, white pine, 5 by 6 inches, and in lengths of 20 feet, first clear	70 00	per M.

All of the foregoing timber to be sawed to the sizes given, and of the quality mentioned.

To be delivered as required.

GODEY & RHEEM. DATE OF CONTRACT, JULY 13, 1865.

Class No. 7, lime, hair, and plaster.

450 barrels best quality wood-burned Potomac lime, 200 pounds per barrel	$1 55	per barrel.
6 barrels calcined plaster	3 87	per barrel.
30 bushels goat's hair for plastering	30	per bushel.

To be delivered as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 8, cement.

225 barrels fresh ground hydraulic cement, 300 pounds per barrel	$2 40	per barrel.
1,300 lineal feet cement drain pipe, 2 feet oval	1 50	per foot.
1,000 lineal feet cement drain pipe, 8 and 12 inches	50	per foot.

To be delivered as required.

NICHOLAS ACKER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9, gravel and sand.

2,500 barrels clear sharp river building sand	$0 27	per barrel.
50 bushels clear white river building sand	22	per bushel.

To be delivered as required.

NICHOLAS ACKER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9½, moulding and fire sand and fire clay.

20 tons (2,000 pounds) Albany moulding sand, No. 1	$5 90	per ton.
200 cart-loads Georgetown moulding sand, 15 bushels per load	1 95	per load.
210 cart-loads red moulding sand, 15 bushels per load	1 22	per load.
214 cart-loads core moulding sand, 15 bushels per load	1 22	per load.
15 cart-loads bottom moulding sand, 15 bushels per load	1 95	per load.
10 cart-loads sharp moulding sand, 15 bushels per load	1 50	per load.
2,100 bushels best fire sand	20	per bushel.

To be delivered as required.

NICHOLAS ACKER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 10, slate.

250 squares, roof measure, best Susquehanna slate, 18 inches long, not less than 9 inches wide, all to be the same size, and from $\frac{3}{16}$ to $\frac{1}{4}$ of an inch thick	$9 95	per square.

To be delivered as required.

SAMUEL F. SAVAGE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 11, iron, iron nails and spikes.

16 tons (2,000 pounds) railroad iron, 64 pounds to the yard	$80 00	per ton.
25 tons (2,000 pounds) city railroad iron, 43 pounds to the yard	80 00	per ton.
15,000 pounds round bar iron, from $\frac{1}{4}$ to 4 inches diameter	04½	per pound.
4,800 pounds flat bar iron, from $1\frac{3}{8}$ to $3\frac{1}{4}$ inches wide, and from $\frac{1}{4}$ to 3 inches thick	04½	per pound.
8,900 pounds round bar iron, $\frac{3}{8}$ inch to $1\frac{1}{4}$ inch diameter	04½	per pound.
3,200 pounds square bar iron, $\frac{1}{2}$ inch to $1\frac{1}{2}$ inch square	04½	per pound.
800 pounds American sheet iron, from 16 to 24 wire-gauge,	08	per pound.
100 pounds Russia sheet iron	10	per pound.
3,000 pounds wrought-iron ship spikes, 8-inch, pressed	07	per pound.
2,500 pounds wrought-iron ship spikes, 6-inch, pressed	08	per pound.
500 pounds wrought-iron ship spikes, 5-inch, pressed.	09	per pound.
400 pounds railroad spikes, 5-inch, pressed	06	per pound.
1,100 pounds city railroad spikes, 4-inch, ½ inch by ½ inch	06	per pound.
600 pounds spikes, 3-inch, $\frac{3}{8}$ inch by $\frac{3}{8}$ inch	09	per pound.
25,500 pounds iron cut nails, assorted, 4*d* to 30*d*	05¼	per pound.
200 pounds iron wire, from No. 5 to 20	09	per pound.

Iron to be Ulster, or equal to it. To be delivered as required.

ALEXANDER R. SHEPHERD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 12, steel.

2,000 pounds best quality cast-steel, $1\frac{1}{2}$-inch by $\frac{1}{2}$-inch	$0 18	per pound.
1,000 pounds best quality cast-steel, 2-inch by $1\frac{3}{4}$-inch	18	per pound.
800 pounds best quality cast-steel, $1\frac{1}{2}$-inch by 1-inch	18	per pound.
600 pounds best quality cast-steel, 1-inch by $\frac{3}{4}$-inch	18	per pound.
100 pounds best quality cast-steel, 3-inch by $\frac{1}{2}$ inch	18	per pound.
300 pounds best quality cast-steel, $1\frac{1}{4}$-inch by $\frac{5}{8}$-inch	18	per pound.
300 pounds best quality cast-steel, $1\frac{1}{8}$ inch to $\frac{1}{2}$ inch diameter,	18	per pound.
3,200 pounds best quality cast-steel, $\frac{3}{8}$ inch to 3 inches square,	18	per pound.
2,100 pounds best quality cast-steel, $\frac{3}{8}$ inch to $1\frac{1}{2}$ inch octagon,	18	per pound.
100 pounds best quality shear-steel, 4-inch to $\frac{1}{2}$ inch	18	per pound.
200 pounds best quality shear-steel, $3\frac{1}{2}$-inch to $\frac{1}{2}$-inch	18	per pound.
1,500 pounds best cast-steel, for tools, 2-inch by 2-inch	18	per pound.
800 pounds best cast-steel, for tools, $1\frac{1}{2}$-inch by $1\frac{1}{2}$-inch	18	per pound.
800 pounds best cast-steel, for tools, $1\frac{1}{4}$ inch by $1\frac{1}{4}$-inch	18	per pound.
1,000 pounds best cast-steel, for tools, $\frac{3}{4}$-inch octagon	18	per pound.
600 pounds best cast-steel, for tools, $\frac{7}{8}$-inch octagon	18	per pound.

To be delivered as required.

ALEXANDER R. SHEPHERD. DATE OF CONTRACT, JULY 13, 1865.

Class No 13, pig-iron.

150 tons (2,240 pounds) American pig-iron, anthracite	$35 00	per ton.

To be delivered as required.

S. G. HOWE & CO. DATE OF CONTRACT, JULY 13, 1865.

Class No. 14, files.

1½ dozen flat safe-edge files, 14-inch	$6 40	per dozen.
1½ dozen flat safe-edge files, 16-inch	9 50	per dozen.
9 dozen flat safe-edge files, 12-inch (fine)	5 80	per dozen.
1 dozen flat safe-edge files, 14-inch (fine)	8 50	per dozen.
2 dozen half-round files, 14-inch	7 20	per dozen.
2 dozen half-round files, 15-inch	8 80	per dozen.
9 dozen half-round files, 12-inch	5 10	per dozen.
2 dozen half-round files, 16-inch	10 40	per dozen.
1 dozen half-round files, 8-inch	2 30	per dozen.
5 dozen half-round files, 10-inch	3 40	per dozen.
1 dozen square files, 10-inch	3 25	per dozen.
1 dozen square files, 8-inch	2 20	per dozen.
1 dozen round files, 10-inch	3 40	per dozen.
4 dozen round files, 12-inch	5 00	per dozen.
3 dozen round files, 16-inch	10 45	per dozen.
3 dozen rat-tail files, 6-inch	1 60	per dozen.
3 dozen rat-tail files, 8-inch	2 30	per dozen.
4 dozen hand bastard files, 18-inch	15 50	per dozen.
16 dozen hand bastard files, 16-inch	11 40	per dozen.
40 dozen hand bastard files, 14-inch	7 90	per dozen.
45 dozen hand bastard files, 12-inch	5 50	per dozen.
42 dozen hand bastard files, 10-inch	3 80	per dozen.
30 dozen hand bastard files, 8-inch	2 70	per dozen.
15 dozen hand bastard files, 6-inch	1 85	per dozen.
4 dozen flat bastard files, 18-inch	13 50	per dozen.
17 dozen flat bastard files, 16-inch	9 60	per dozen.
25 dozen flat bastard files, 14-inch	6 50	per dozen.
30 dozen flat bastard files, 12-inch	4 60	per dozen.
30 dozen flat bastard files, 10-inch	3 30	per dozen.
15 dozen flat bastard files, 8-inch	2 25	per dozen.
2 dozen flat bastard files, 6-inch	1 50	per dozen.
12 dozen half-round bastard files, 16-inch	10 00	per dozen.
22 dozen half-round bastard files, 14-inch	6 80	per dozen.
22 dozen half round bastard files, 12-inch	4 80	per dozen.
15 dozen half-round bastard files, 10-inch	3 25	per dozen.
20 dozen half-round bastard files, 8-inch	2 25	per dozen.
25 dozen half-round bastard files, 6-inch	1 50	per dozen.
1 dozen round bastard files, 18-inch	14 00	per dozen.
10 dozen round bastard files, 16-inch	10 00	per dozen.
14 dozen round bastard files, 14-inch	6 80	per dozen.
18 dozen round bastard files, 12-inch	4 80	per dozen.
16 dozen round bastard files, 10-inch	3 25	per dozen.
5 dozen round bastard files, 8-inch	2 25	per dozen.
9 dozen round bastard files, 6 inch	1 50	per dozen.
2 dozen square bastard files, 18-inch	12 60	per dozen.
8 dozen square bastard files, 16-inch	9 00	per dozen.
12 dozen square bastard files, 14-inch	6 00	per dozen.
13 dozen square bastard files, 12-inch	4 25	per dozen.
14 dozen square bastard files, 10-inch	3 10	per dozen.
14 dozen square bastard files, 8-inch	2 10	per dozen.
4 dozen square bastard files, 6-inch	1 50	per dozen.
2 dozen triangular bastard files, 18-inch	16 00	per dozen.
2 dozen triangular bastard files, 16-inch	11 50	per dozen.
4 dozen triangular bastard files, 14-inch	8 00	per dozen.
6 dozen triangular bastard files, 12-inch	5 75	per dozen.

6 dozen triangular bastard files, 10-inch	$3 75	per dozen.
1 dozen triangular bastard files, 8-inch	2 60	per dozen.
1 dozen knife-edge bastard files, 6-inch	2 90	per dozen.
1 dozen knife-edge bastard files, 8-inch	4 15	per dozen.
1 dozen knife-edge bastard files, 10-inch	6 00	per dozen.
1 dozen flat rough bastard files, 16-inch	9 50	per dozen.
6 dozen hand smooth files, 16-inch	15 00	per dozen.
4 dozen hand smooth files, 14-inch	10 00	per dozen.
17 dozen hand smooth files, 12-inch	7 20	per dozen.
14 dozen hand smooth files, 14-inch	10 00	per dozen.
17 dozen hand smooth files, 10-inch	5 00	per dozen.
12 dozen hand smooth files, 8-inch	3 50	per dozen.
20 dozen hand smooth files, 6-inch	2 60	per dozen.
2 dozen hand smooth files, 4-inch	1 60	per dozen.
9 dozen flat smooth files, 14-inch	8 00	per dozen.
13 dozen flat smooth files, 12-inch	5 75	per dozen.
16 dozen flat smooth files, 10-inch	4 00	per dozen.
5 dozen flat smooth files, 8-inch	2 90	per dozen.
5 dozen flat smooth files, 6-inch	2 00	per dozen.
15 dozen half-round smooth files, 14-inch	9 75	per dozen.
16 dozen half-round smooth files, 12-inch	7 00	per dozen.
17 dozen half-round smooth files, 10-inch	4 50	per dozen.
20 dozen half-round smooth files, 8-inch	3 30	per dozen.
17 dozen half-round smooth files, 6-inch	2 25	per dozen.
1 dozen round smooth files, 14-inch	9 75	per dozen.
5 dozen round smooth files, 12-inch	7 00	per dozen.
5 dozen round smooth files, 10-inch	4 50	per dozen.
5 dozen round smooth files, 8-inch	3 30	per dozen.
4 dozen round smooth files, 6-inch	2 25	per dozen.
1 dozen square smooth files, 14-inch	8 50	per dozen.
2 dozen square smooth files, 12-inch	6 00	per dozen.
3 dozen square smooth files, 10-inch	4 20	per dozen.
2 dozen square smooth files, 8-inch	3 00	per dozen.
2 dozen square smooth files, 6-inch	2 00	per dozen.
1 dozen triangular smooth files, 14-inch	10 20	per dozen.
1 dozen triangular smooth files, 12-inch	7 30	per dozen.
2 dozen triangular smooth files, 10-inch	4 80	per dozen.
2 dozen triangular smooth files, 8-inch	3 30	per dozen.
3 dozen triangular smooth files, 6-inch	2 30	per dozen
3 dozen triangular smooth files, 4-inch	1 65	per dozen.
1 dozen dead smooth hand files, 6-inch	5 00	per dozen.
1 dozen dead smooth hand files, 8-inch	6 88	per dozen.
1 dozen dead smooth hand files, 10-inch	9 60	per dozen.
1 dozen dead smooth hand files, 12-inch	14 25	per dozen.
1 dozen dead smooth hand files, 14-inch	19 50	per dozen.
1 dozen dead smooth half-round files, 6-inch	4 40	per dozen.
3 dozen dead smooth half-round files, 8-inch	6 30	per dozen.
3 dozen dead smooth half-round files, 10 inch	8 80	per dozen.
3 dozen dead smooth half-round files, 12-inch	13 50	per dozen.
2 dozen ward files, 6-inch	3 50	per dozen.
2 dozen ward files, 4-inch	2 50	per dozen.
1 dozen ward files, 3-inch	2 25	per dozen.
42 dozen saw files, 3-inch	80	per dozen.
37 dozen saw files, 3½-inch	80	per dozen.
80 dozen saw files, 4-inch	90	per dozen.
25 dozen saw files, 4½-inch	1 05	per dozen.
7 dozen saw files, 5-inch	1 15	per dozen.
4 dozen saw files, 6-inch	1 60	per dozen.
10 dozen saw files, 8-inch	2 60	per dozen.
8 dozen mill-saw files, 14-inch	6 50	per dozen.
24 dozen mill-saw files, 12-inch	4 60	per dozen.
4 dozen mill-saw files, 11-inch	3 90	per dozen
16 dozen mill-saw files, 10-inch	3 30	per dozen.
5 dozen cabinet files, 12-inch	5 80	per dozen.
6 dozen cabinet files, 10-inch	4 20	per dozen.

1 dozen half-round cabinet files, 14-inch	$8 50	per dozen.
2 dozen half-round cabinet files, 12-inch	5 80	per dozen.
2 dozen flat cabinet files, 12-inch	5 80	per dozen.
8 dozen cabinet rasps, 12-inch	7 00	per dozen.
5 dozen cabinet rasps, 10-inch	4 50	per dozen.
2 dozen wood rasps, 12-inch	5 25	per dozen.

All of the foregoing articles to be of the best quality, and equal to English manufacture.
To be delivered as required.

FROTHINGHAM & FISHER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 15, paints, oils, and glass.

10,000 pounds pure white lead, in oil, J. & H. R. Gardner's manufacture	$0 14	per pound.
5,000 pounds pure white zinc, in oil, J. &. H. R. Gardner's manufacture	11½	per pound.
3,200 pounds Spanish whiting, dry	02½	per pound.
2,000 pounds Spanish brown, dry	01⅛	per pound.
1,000 pounds yellow ochre, (French,) dry	02½	per pound.
200 pounds chrome green, dry	15	per pound.
100 pounds chrome yellow, dry	25	per pound.
10 pounds terra de sienna, dry	12	per pound.
3,000 pounds Blake's fire-proof chocolate-color paint	01½	per pound.
815 gallons raw linseed oil, pure	1 20	per gallon.
60 gallons spirits turpentine	1 68	per gallon.
30 gallons copal varnish	4 00	per gallon.
5 gallons English coach varnish, best quality	6 00	per gallon.
50 gallons spirits of wine, 95 per cent. proof	4 00	per gallon.
800 feet 12 by 14, best quality double thick, Baltimore glass	18 00	per 100 feet.
600 feet 10 by 16, best quality double thick, Baltimore glass	18 00	per 100 feet.
1,000 feet 10 by 12, best quality double thick, Baltimore glass	15 00	per 100 feet.
600 feet 11 by 15, best quality double thick, Baltimore glass	18 00	per 100 feet.
800 feet 14 by 18, best quality double thick, Baltimore glass	22 20	per 100 feet.
100 feet 12 by 14, best quality double thick, Baltimore glass	18 00	per 100 feet.
100 feet 12 by 18, best quality double thick, Baltimore glass	18 00	per 100 feet.
100 feet 8 by 15, best quality double thick, Baltimore glass	15 00	per 100 feet.
200 feet 12 by 17, best quality double thick, Baltimore glass	18 00	per 100 feet.
200 feet 26 by 32, best quality double thick, Baltimore glass	34 20	per 100 feet.
300 feet 12 by 20, best quality double thick, Baltimore glass	22 20	per 100 feet.
400 feet 12 by 16, best quality double thick, Baltimore glass	18 00	per 100 feet.
200 feet 16 by 22, best quality double thick, Baltimore glass	22 20	per 100 feet.

Varnishes must be manufactured from the pure gum copal and spirits of turpentine; neither benzine nor benzole to be used in their manufacture.
Lead, zinc, oils, and varnishes, to be tested chemically.
To be delivered as required.

ALEXANDER R. SHEPHERD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 16, ship-chandlery.

36 dozen ground paint brushes, (000000)	$15 75	per dozen.
36 dozen sash tool brushes, No. 8	3 00	per dozen.
16 dozen painter's dusting brushes, per sample	6 75	per dozen.
20 dozen flat fitches, 1 inch wide	1 60	per dozen.
20 dozen flat fitches, ¾ inch wide	1 16	per dozen.
3 dozen pencilling brushes	1 95	per dozen.
12 dozen lettering brushes, camel's hair, per sample	25	per dozen.
1 dozen varnish brushes, large size	16 50	per dozen.
17½ dozen double dusting brushes	9 90	per dozen.
5½ dozen scrubbing brushes	2 75	per dozen.
6 dozen whitewash brushes, 10-knot	6 90	per dozen.
3 dozen kalsomine brushes, 8-inch	48 00	per dozen.
77½ dozen corn brooms	4 50	per dozen.
15½ dozen hickory brooms	2 00	per dozen.
10 grindstones, 3½ feet diameter, 6-inch face	20 01¾	each.

8 grindstones, 3 feet diameter, 5-inch face	$11 33	each.
4 grindstones, 3 feet diameter, 6-inch face	13 58½	each.
3 metallic tape-lines, 100 feet long	5 50	each.
2 metallic tape-lines, 50 feet long	3 50	each.
1 metallic tape-line, 25 feet long	2 75	each.
6 spirit levels, 18 inches and 24 inches	1 00	each.
2 spirit levels, 24 inches	1 00	each.
2 dozen spirit level vials	2 00	per dozen.
3 dozen oilstones, Washita	2 75	per dozen.
1 dozen oilstones, (best Turkey)	3 00	per dozen.
595 pounds white chalk	02	per pound.
22 pounds red chalk	08	per pound.
50 pounds gum shellac	80	per pound.
3 pounds gum shellac, orange color	1 20	per pound.
360 pounds glue, (best Irish)	25	per pound.
5 pounds glue, white bonnet	25	per pound.
5 pounds emery, No. 4	15	per pound.
35 pounds emery flour, as sample	15	per pound.
15 pounds emery, second cut, as sample	16	per pound.
40 pounds mica, in sheets	2 00	per pound.
3,100 pounds leather, for belts, weighing from 18 to 24 pounds per side	48	per pound.
1,500 pounds leather, for hose, weighing from 12 to 18 pounds per side	45	per pound.
5,100 pounds oakum, for wiping	10	per pound.
1,000 pounds oakum, long thread	13	per pound.
1,500 pounds cotton waste	25	per pound.
1,650 pounds tallow, clean beef	12	per pound.
561 pounds hard soap, brown, best quality	13	per pound.
80 pounds soap, Babbitt's erasive	14	per pound.
24 pounds soap, Castile	19	per pound.
7 pounds soap, honey toilet	50	per pound.
4 barrels soap, soft	4 00	per barrel.
2 pounds shoe thread	40	per pound.
10 pounds pumice-stone	25	per pound.
60 pounds candles, sperm, best quality	85	per pound.
2½ dozen glass tumblers	50	per dozen.
¼ dozen wash-basins, (China)	18 00	per dozen.
¼ dozen wash-pitchers, (China)	18 00	per dozen.
4 dozen papers British lustre	75	per dozen.
¾ dozen chamois skins	6 00	per dozen.
11 dozen balls lampwick	1 00	per dozen.
8⅔ dozen sides lace leather	30 00	per dozen.
2 glaziers' diamonds	6 00	each.
12 dozen papers Tripoli	6 90	per dozen.
120 pounds borax	40	per pound.
23 reams emery cloth, assorted, 10 by 12, as may be required	11 00	per ream.
30 reams sandpaper, assorted, 10 by 12, as may be required	4 00	per ream.
30 pounds whipping-twine	25	per pound.
1 pound chalk-line	1 00	per pound.
6 pounds masons' line, as sample	50	per pound.
15 barrels condemned flour, sour	3 00	per barrel.
5 barrels condemned molasses, sour	10 00	per barrel.
3 barrels tar	6 00	per barrel.
5 barrels pitch	4 00	per barrel.
10 pieces grass line, 75 feet per piece	1 25	per piece.
2 falls white Russia hemp rope, 9-inch, 4-strand, fair laid, to be not less than 150 fathoms each, weight about 6,200 pounds	35	per pound.
2 falls white Russia hemp rope, 6-inch, 3-strand, fair laid, to be not less than 150 fathoms each, weight about 3,200 pounds	35	per pound.

2 falls white Russia hemp rope, 5-inch, 3-strand, fair laid, to be not less than 150 fathoms each, weight about 2,000 pounds	$0 35	per pound.
2 falls white Russia hemp rope, 4-inch, 3 strand, fair laid, to be not less than 150 fathoms each, weight about 1,050 pounds	35	per pound.
1,000 pounds Manilla rope, 3-inch, 3-strand	22½	per pound.
1,600 pounds Manilla rope, 2½-inch, 3-strand	22½	per pound.
4½ gross matches, universal safety, as sample	3 25	per gross.
20 hand bellows, 12-inch	75	each.
20 yards linen crash towelling, best quality	30	per yard.
5 yards white bunting, (American)	1 50	per yard.
1 sack ground alum salt	4 00	per sack.
9,000 Nos. crucibles, American manufacture, (Dixon's)	08½	per No.
2 porcelain wash-basins, with valves and stop-cocks complete	24 00	each.
3 water-closet basins, enamelled, Sawyer & Carr's patent	25 00	each.
50 yards white Canton flannel	60	per yard.
4 sponge glasses, with sponge	1 25	each.
1 wedgewood mortar and pestle, 6-inch	50	each.
1 glass funnel, to hold 10 ounces solution	50	each.
1 glass graduate, to hold 10 ounces solution	1 50	each.
1 pound sulphuric acid, concentrated, chemically pure	1 00	per pound.
1 pound nitric acid, concentrated, chemically pure	87	per pound.
1 pound hydrochloric acid, concentrated, chemically pure	87	per pound.
5 pounds carbonate potash, (salt,) chemically pure	3 90	per pound.
5 pounds carbonate soda, (salt,) chemically pure	1 95	per pound.
1 blow-pipe, platinum tip, ivory mouth-piece	6 90	each.
1 evaporating dish, 6 inches diameter	1 25	each.
3 test tubes, glass, 9 inches long, 2½ inches diameter	1 00	each.
1 pair balances, to weigh from $\frac{1}{10}$ grain to 500 grains—weights to be 1, 2, 3, 4, 5-tenths of a grain; 1, 2, 3, 4, 5 grains; 10, 20, 30, 40, 50 grains; 100, 200, 300, 400, 500 grains. The 1, 2, 3, 4, 5-tenths of a grain weights to be of platinum	40 00	per pair.
1 of Harvie's large size hand-power paint mills	28 00	each.

The foregoing articles to be of the very best quality, and to be delivered as required.

SAMUEL F SAVAGE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 17, hardware.

35 dozen finishing nails, assorted as may be required	$0 12	per dozen.
2 dozen iron padlocks, per sample	3 00	per dozen.
4 dozen flat bolts, wrought-iron, with spring, 12-inch	7 00	per dozen.
4 dozen flat bolts, wrought-iron, with spring, 6-inch	6 00	per dozen.
6 dozen flat bolts, wrought-iron, with spring, 4½-inch	3 00	per dozen.
20 dozen axle sash pulleys, Wilson's patent, 2½ inches in diameter	3 00	per dozen.
2 dozen pair brass hinges, 3 by 3 inches, flat joint	6 00	per dozen pair.
2 dozen pair brass hinges, 2½ by 3 inches, fast joint	5 00	per dozen pair.
2 dozen pair brass hinges, 2½ by 2½ inches, fast joint	4 00	per dozen pair.
4 dozen pair brass hinges, 2 by 2 inches, fast joint	3 00	per dozen pair.
2 dozen pair brass hinges, 1½ by 2 inches, fast joint	2 00	per dozen pair.
6 dozen pair iron hinges, 4 by 4 inches, fast joint	3 00	per dozen pair.
6 dozen pair iron hinges, 3 by 3 inches, fast joint	1 75	per dozen pair.
4 dozen pair iron hinges, 2 by 2½ inches, fast joint	90	per dozen pair.
1 dozen mortise locks, brass, ½ by 3 inches, with white porcelain knobs, brass keys and bolts, complete	26 00	per dozen.
1 dozen rim locks, rural, four inches, with white porcelain knobs, brass keys and bolts, complete	9 00	per dozen.
1 dozen rim locks, upright, 4¼ by 6¼ inches, with brown knobs, iron keys and bolts, complete	12 00	per dozen.
4 dozen cupboard locks, brass, 2½ by 4 inches, bolts to shoot right and left	6 00	per dozen.
8 dozen cupboard locks, brass, 2½ by 3 inches, bolts to shoot right and left	5 00	per dozen.

8 dozen cupboard locks, iron, $2\frac{1}{2}$ by 4 inches, bolts to shoot right and left	$4 00	per dozen.
3 dozen drawer locks, brass, 2 by $2\frac{3}{4}$ inches	4 00	per dozen.
8 dozen drawer locks, iron, $2\frac{1}{2}$ inches by 4 inches	3 00	per dozen.
1 dozen chest locks, iron, $2\frac{1}{2}$ inches by 3 inches	3 00	per dozen.
1 dozen screw bits, Cook's patent, $\frac{3}{8}$-inch	4 00	per dozen.
1 dozen screw bits, Cook's patent, $\frac{1}{2}$-inch	5 00	per dozen.
1 dozen screw bits, Cook's patent, $\frac{5}{8}$-inch	6 00	per dozen.
1 dozen screw bits, Cook's patent, $\frac{3}{4}$-inch	7 00	per dozen.
1 dozen screw bits, Cook's patent, $\frac{7}{8}$-inch	8 00	per dozen.
1 dozen screw bits, Cook's patent, $1\frac{3}{8}$-inch	9 00	per dozen.
4 dozen upright saws, $\frac{1}{4}$ to $\frac{1}{2}$ inch wide, 24 inches long	7 00	per dozen.
3 dozen upright saws, assorted, 28 inches long	7 00	per dozen.
1 saw, circular fine cross-cut, 18 inches diameter, arbor 2-inches	15 00	each.
1 saw, circular fine cross-cut, 18 inches diameter, arbor $1\frac{7}{8}$-inch	15 00	each.
2 saws, circular rip, 18 inches diameter, arbor $1\frac{7}{8}$ inch	15 00	each.
2 saws, circular rip, 22 inches diameter, arbor $1\frac{7}{8}$ inch	20 00	each.
1 saw, circular rip, 12 inches diameter, arbor $1\frac{1}{4}$-inch	6 00	each.
1 saw, circular rip, 15 inches diameter, arbor $1\frac{1}{4}$-inch	7 00	each.
5 saws, circular rip, 20 inches diameter, arbor $1\frac{1}{4}$-inch	20 00	each.
3 dozen hack-saw blades, 14 inches	6 00	per dozen.
3 dozen wood saws, with frames	12 00	per dozen.
$\frac{1}{2}$ dozen saws, cross-cut, 5 to 6 feet long	60 00	per dozen.
$\frac{1}{4}$ dozen saws, hand cross-cut	18 00	per dozen.
$2\frac{1}{2}$ dozen wrenches, (monkey,) 20 inch	30 00	per dozen.
$3\frac{1}{2}$ dozen wrenches, (monkey,) 12-inch	18 00	per dozen.
$3\frac{1}{2}$ dozen wrenches, (monkey,) 15-inch	18 00	per dozen.
1 dozen wrenches, (screw,) 8 to 20 inches	20 00	per dozen.
1 vise, box, cast iron, steel face, $4\frac{1}{2}$-inch, to weigh 75 to 80 pounds	10 00	each.
1 vise, box, wrought-iron, steel face, 5-inch, to weigh about 125 pounds	15 00	each.
$\frac{1}{2}$ dozen vises, bench, parallel, as per sample	8 00	per dozen.
$\frac{1}{2}$ dozen vises, bench, large size, as per sample	8 00	per dozen.
$\frac{1}{2}$ dozen plyers, cutting, large size	9 00	per dozen.
$\frac{1}{2}$ dozen sieves, brass wire, No. 20	27 00	per dozen.
$\frac{1}{2}$ dozen sieves, brass wire, No. 12	27 00	per dozen.
$\frac{1}{2}$ dozen sieves, brass wire, No. 10	27 00	per dozen.
$\frac{1}{2}$ dozen sieves, brass wire, No. 8	27 00	per dozen.
1 dozen sieves, brass wire, No 6	27 00	per dozen.
$1\frac{1}{2}$ dozen sieves, brass wire, No. 4	27 00	per dozen.
2 dozen sieves, iron wire, No. 2	12 00	per dozen.
2 dozen sieves, iron wire, No. 4	12 00	per dozen.
2 dozen sieves, iron wire, No. 6	12 00	per dozen.
2 dozen sieves, iron wire, No. 8	12 00	per dozen.
$\frac{1}{6}$ dozen sieves, iron wire, No. 10	12 00	per dozen.
$\frac{1}{6}$ dozen sand screens, large size, best quality	60 00	per dozen.
2 dozen rules, double jointed, brass bound, 2 feet, (Belcher's)	12 00	per dozen.
9 dozen shovels, short handle, cast-steel, Ames's manufacture	16 00	per dozen.
1 dozen shovels, long handle, cast-steel, Ames's manufacture	12 00	per dozen.
5 dozen shovels, moulding, cast-steel, Ames's manufacture	18 00	per dozen.
$1\frac{1}{2}$ dozen spades, cast-steel, Ames's manufacture	18 00	per dozen.
1 dozen No. 2 hoes, cast-steel, Ames's manufacture	6 00	per dozen.
$6\frac{1}{2}$ dozen picks, steel-points, Ames's manufacture	12 00	per dozen.
$6\frac{1}{2}$ dozen scoop shovels, cast-steel, Ames's manufacture	15 00	per dozen.
$7\frac{1}{2}$ dozen squares, steel, 2 feet	12 00	per dozen.
2 dozen dividers, assorted as required	9 00	per dozen.
$1\frac{1}{2}$ dozen callipers, assorted as required	9 00	per dozen.
5 dozen turning chisels, assorted as required	6 00	per dozen.
6 dozen turning gouges, assorted as required	6 00	per dozen.
1 dozen shoe knives, Wilson's manufacture	1 50	per dozen.
1 dozen foreplane irons	6 00	per dozen.
1 dozen jackplane irons	4 00	per dozen.
$\frac{1}{2}$ dozen gimlets, assorted	75	per dozen.

½ dozeu snips, tinner's, No. 8	$36	00	per dozen.
1 dozen axes, narrow wood, best cast-steel	18	00	per dozen.
6 hydraulic jacks, to lift from 25 to 50 tons, to run out 12 inches, aud lift from the foot as required	90	00	each.
½ dozen hatchets, carpenters'	10	00	per dozen.
¼ dozen hammers, hand	12	00	per dozen.
⅙ dozen screw plates, Stubbs's Nos. 7 and 9, with taps	60	00	per dozen.
⅔ dozen anvils, mouse hole, steel face, weight 300 pounds	500	00	per dozen.
200 pounds belt rivets, No. 10		70	per pound.
25 pounds belt burs, No. 10		70	per pound.
100 pounds hose rivets, No. 7		70	per pound.
20 pounds hose burs, No. 7		70	per pound.
200 pounds sheet zinc, as required		14	per pound.
1,000 pounds drawn lead pipe, ¾ to 1¼ inch, extra heavy		15	per pound.
75 pounds sash cord, Russia hemp, ⅜ inch diameter		40	per pound.
50 papers 12-ounce tacks, iron		10	per paper.
50 gross iron screws, 2-inch, No. 14, gimlet points	1	32	per gross.
56 gross iron screws, 1½-inch, No. 12, gimlet points		83	per gross.
78 gross iron screws, 1¼-inch, No. 10, gimlet points		65	per gross.
88 gross iron screws, 1-inch, No 8, gimlet points		50	per gross.
40 gross iron screws, ¾-inch, No. 7 gimlet point		42	per gross.
20 gross iron screws, ⅝-inch, No. 6, gimlet points		36	per gross.
10 gross iron screws, ½-inch, No. 5, gimlet points		30	per gross.
15 gross iron screws, ¼-inch to 1¼-inch, No. 5 to 14, assorted		90	per gross.
15 gross iron screws, 1½-inch to 3-inch, No. 11 to 18, assorted	2	75	per gross.
2 pair tongue and groove planes, ½-inch	4	00	per pair.
2 pair tongue and groove planes, ⅝-inch	3	00	per pair.
2 pair tongue and groove planes ¾-inch	2	00	per pair.
25 boxes best leaded charcoal roof tin, IX, 14 by 20 inches	15	00	per box.
2 boxes best charcoal tin, IC, 10 by 14 inches	13	00	per box.
2 boxes best charcoal tin, IX, 14 by 20 inches	17	00	per box.
1 box best charcoal tin, XXD, 12½ by 17 inches	17	00	per box.
6 gas-burner cocks		50	each.
100 gas-burners, Scotch tips		10	each.
1 pair Fairbanks's scales, No. 7	40	00	per pair.

The foregoing articles to be of the very best quality, and to be delivered as required.

KNIGHT & JOHNSON. DATE OF CONTRACT, JULY 13, 1865.

Class No. 18, stationery.

37 reams foolscap paper	$6	50	per ream.
1 ream foolscap paper, close ruled	6	50	per ream.
17 reams foolscap paper, commercial	6	50	per ream.
3 reams note paper, commercial, printed heads	3	50	per ream.
23 reams letter paper, to weigh 12 pounds per ream	6	50	per ream.
4 reams letter paper, to weigh 12 pounds per ream, printed heads	6	00	per ream.
8 reams official paper, to weigh 16 pounds per ream	9	00	per ream.
8½ reams official paper to weigh 16 pounds per ream, printed heads	9	40	per ream.
3,055 official envelopes, white, 10½ by 4½, plain	19	00	per M.
6,150 official envelopes, white, 9 by 4, plain	12	50	per M.
2,000 official envelopes, white, 10½ by 4½, printed	20	50	per M.
1,000 official envelopes, white, 9 by 4, printed	14	00	per M.
3,850 letter envelopes, white, 5¾ by 3¼, plain	7	00	per M.
2,500 letter envelopes, white, 5¾ by 3¼, printed	8	50	per M.
1,275 note envelopes, white, 5¼ by 2⅞, plain	5	50	per M.
2,500 note envelopes, white, 5¼ by 2⅞, printed.	7	00	per M.
7 reams envelope paper, buff and white, as required	10	00	per ream.
4½ reams blotting paper, treasury, 17 by 24, assorted, to weigh 5 pounds per ream	35	00	per ream.
4 quires double elephant drawing paper, Whatman's cold pressed	7	60	per quire.
1 quire atlas drawing paper, Whatman's cold press	7	50	per quire.
155 yards brown detail architectural drawing paper		12	per yard.
80 yards white detail architectural drawing paper, (French,)		40	per yard.

5	rolls light blue tracing cloth, (English or French.)	$18 90	per roll.
½	quire tracing paper	4 50	per quire.
1	nest color saucers, (China)	1 00	per nest.
12	caks Winsor & Newton's water colors, as required	75	per cake.
3	quires filtering paper, (Sweden.)	75	per quire.
10	dozen Faber's best architectural drawing pencils, from HH to HHH HHH	2 30	per dozen.
69½	dozen Faber's best black pencils, assorted, Nos. as required	1 10	per dozen.
6½	dozen Faber's red and blue pencils	1 90	per dozen.
1	dozen flat lead pencils for carpenters	50	per dozen.
8	dozen pieces white India-rubber	94	per dozen.
2½	dozen pieces Green's ink eraser	90	per dozen.
52	quart bottles black ink, equal to Maynard and Noyes	60	per bottle.
64	bottles carmine ink, Guyot & Co.'s, (French)	27	per bottle.
2	pint bottles blue ink, equal to Maynard and Noyes	45	per bottle.
2	dozen German-silver drawing tacks, to be selected	1 25	per dozen.
½	dozen sticks of India ink	6 50	per dozen.
⅙	dozen German-silver right line drawing pens, to be selected	19 00	per dozen.
½	dozen pear-tree set-squares and curves, to be selected	15 00	per dozen.
½	dozen architectural scales, ivory, to be selected	25 00	per dozen.
3	cards Gillott's steel pens, No. 303	50	per card.
6	penknives, four blades, Rogers's	2 00	each.
31	erasers, ivory handle, with sheath	90	each.
40	gross steel pens, Perry's No. 27, ex. F	1 00	per gross.
1	gross Gillott's crow quill pens	10 00	per gross.
4	gross Sterlbrook & Co.'s pens, No. 48	1 50	per gross.
18	dozen penholders, Columbian	50	per dozen.
13	gross slate pencils	1 20	per gross.
1	dozen black sable brushes, to be selected	22 50	per dozen.
1	pair office shears	1 87	per pair.
13	gutta-percha rules	85	each.
24	inkstands, selected	1 60	each.
15	dozen pieces red tape	50	per dozen.
2	dozen pieces green silk taste	11 50	per dozen.
3	dozen bottles mucilage, large size, with brush	9 00	per dozen.
450	opaque quills, No. 80	5 50	per C.
1	pound red wafers	1 50	per pound.
3	pounds gum arabic	1 90	per pound.
4	dozen papers pins, assorted sizes	75	per dozen.
2	eylet machines, with eylets, as per sample	5 00	each.
4	reams blank bills, as per sample	3 25	per ream.
3	reams blank inspectors' reports, as per sample	5 00	per ream.
2	reams blank vouchers, as per sample	20 50	per ream.
9	6-quire blank books, printed and ruled as sample	6 50	each.
11	4-quire blank books, printed and ruled as sample	5 50	each.
10	3-quire blank books, cap size, printed and ruled as sample	4 00	each.
1	dozen ivory paper folders	12 00	per dozen.
2	dozen ledgers, as sample	14 75	each.
3½	dozen workmens' time-books	2 00	per dozen.
6½	dozen memorandum-books, tuck covers	7 75	per dozen.
6	dozen memorandum-books	1 25	per dozen.
3	8-quire time-books, as sample	15 00	each.
½	dozen note-books, ruled, as sample	6 25	per dozen.
½	dozen record-books, ruled as sample	82 50	per dozen.
1	dozen file-books, ruled, as sample	38 00	per dozen.
7	requisition-books, as sample	7 50	each.
20	quires monthly returns, as sample	1 85	per quire.
1½	reams monthly pay-rolls, as sample	43 00	per ream.
1	6-quire letter file as sample	14 00	each.
1	gross paper fasteners, patent	4 00	per gross.
5½	reams blank morning reports, as sample, (civil engineer)	7 40	per ream.

All of the foregoing to be of the best quality, and to be delivered as required.

H. Clay Stewart. Date of contract, July 13, 1865.

Class No. 19, firewood.

615 cords pine wood, split	$5 95	per cord.

To be delivered as required.

T. Edward Clark. Date of contract, July 13, 1865.

Class No. 20, hay and straw.

35 tons (2,240 pounds) hay, best quality timothy	$33 60	per ton.
4 tons (2,240 pounds) straw, long rye	30 00	per ton.

To be delivered as required.

A. V. Gray. Date of contract, July 13, 1865.

Class No. 21, provender.

650 bushels black oats, (32 pounds)	$0 93	per bushel.
30,700 pounds yellow corn meal	0 2½	per pound.
650 bushels shorts, best quality	0 35	per bushel.

To be delivered as required.

Alexander R. Shepherd. Date of contract, July 13, 1865.

Class No. 22, charcoal.

13,000 bushels charcoal, best quality, maple or pine	$0 13	per bushel.

To be delivered as required.

Alexander R. Shepherd. Date of contract, July 13, 1865.

Class No. 23, belting, packing and hose.

100 pounds rubber, vulcanized, ¼-inch	$0 60	per pound.
100 pounds rubber, vulcanized, $\frac{3}{16}$-inch	60	per pound.
100 pounds rubber, vulcanized, ⅛-inch	60	per pound.
100 pounds rubber, vulcanized, $\frac{1}{16}$-inch	60	per pound.

To be delivered as required.

King & Burchell. Date of contract, July 13, 1865.

Class No. 24, sperm and lubricating oils.

1,070 gallons winter strained sperm oil	$2 09	per gallon.
1,812 gallons lard oil, equal to E. G. Alden & Co.'s extra	1 50	per gallon.

Oils to be subjected to the usual test, viz: specific gravity, burning, and freezing.

To be delivered as required.

William E. Spaulding. Date of contract, July 13, 1865.

Class No. 25, iron-work, piping, &c.

1,000 feet galvanized iron gas-pipe, ¾-inch, with fittings	$0 19	per foot.
100 feet galvanized iron gas-pipe, ½-inch, with fittings	15	per foot.
600 feet gas-pipe, ½ inch to 1 inch diameter, fitted with brackets and burners, and attached to yard pipe	25	per foot.

To be delivered as required.

Samuel F. Savage. Date of contract, July 13, 1865.

Class No. 26, augers.

½ dozen augers, screw, 2-inch	$9 00	per dozen.
½ dozen augers, screw, 1½-inch	7 00	per dozen.
4 dozen augers, patent ship, $\frac{3}{16}$-inch	6 00	per dozen.
3 dozen augers, patent ship, $\frac{9}{16}$-inch	6 75	per dozen.
2 dozen augers, patent ship, $\frac{10}{16}$-inch	7 50	per dozen.
1 dozen augers, patent ship, $\frac{11}{16}$-inch	8 25	per dozen.
1 dozen augers, patent ship, $\frac{12}{16}$-inch	9 00	per dozen.
1 dozen augers, patent ship, $\frac{13}{16}$-inch	9 75	per dozen.
1 dozen augers, patent ship, $\frac{14}{16}$-inch	10 50	per dozen.
2 dozen augers, patent ship, $\frac{15}{16}$-inch	11 25	per dozen.
2 dozen augers, patent ship, $\frac{16}{16}$-inch	12 00	per dozen.

To be delivered as required.

TYLER & CO. DATE OF CONTRACT, JULY 13, 1865.

Class No. 27, anthracite coal.

2,700 tons (2,240 pounds) Lehigh hard lump coal	$8 90	per ton.
230 tons (2,240 pounds) white ash egg coal	8 30	per ton.

All of the foregoing coal to be of the best quality of its kind ; to be delivered on or before the 1st of December, 1865. The contractor to place it in carts provided by the government, and the quantity delivered is to be paid for, at the weight of the navy yard scales.

GEO. H. PLANT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 29, bituminous Cumberland coal.

8,600 tons (2,240 pounds) Cumberland coal, average run of the mine	$6 46	per ton.

The above coal to be of the best quality of its kind ; to be delivered on or before the 1st day of December, 1865. The contractor to place it in carts provided by the government, and the quantity delivered is to be paid for, at the weight of the navy yard scales.

G. & C. PLACE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 32, machinery and tools.

1 planer, No. 7, to plane 84 inches wide and 84 inches high, table movement, rack and pinion, feed position operating the head at all angles, to be fitted with two cutting heads, side head and bed, and to plane 24 feet long, weight about 60,000 pounds, (sixty thousand pounds)	$8,600 00	each.
3 upright drills, No. 4, supported by a column resting on large iron base plate, with back gearing and balance spindle, centre of drill 24 inches from the face of column	770 00	each.
1 radial drilling machine, No. 3	2,390 00	each.

All of the above machinery to be of the very best quality, and equal to Bement & Doughty's manufacture. To be delivered as required.

Schedule of materials required at the United States navy yard, Norfolk, Va., for the year ending June 30, 1866.

EATON & GAGE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 1, bricks.

512,740 hand-made, hard bricks, 8¼ by 2¼ by 4¼ inches	$14 00	per M
295,000 common bricks, 8¾ by 2½ by 4¼ inches	14 00	per M
100,000 common bricks, 8¼ by 2¼ by 4¼ inches	14 00	per M
6,000 fire bricks, 8½ by 2½ by 4¼ inches	70 00	per M

One-fourth to be delivered in thirty days ; one-fourth in sixty days ; one-fourth in ninety days ; and the balance within 120 days from date of contract.

J. R. BODWELL. DATE OF CONTRACT, JULY 13, 1865.

Class No. 2, stone.

31 door sills, 10 feet 10 inches long, 2 feet 6 inches wide, 1 foot thick	$47 00	each.
31 door lintels, 10 feet 2½ inches long, 1 foot six inches wide, 10 inches thick	35 00	each.
21 window sills, 8 feet 9 inches long, 1 foot wide, 5 inches thick	14 00	each.
21 window lintels, 9 feet 10 inches long, 1 foot wide, 7½ inches thick	13 50	each.
50 window sills, 7 feet 8 inches long, 1 foot wide, 5 inches thick	12 00	each.

50 window lintels, 8 feet 10 inches long, 7¼ inches wide, 7 inches thick	$10 00	each.
2 door sills, 8 feet 2 inches long, 1 foot 9 inches wide, 9½ inches thick	15 00	each.
2 door lintels, 9 feet 2 inches long, 1 foot 8 inches wide, 7½ inches thick	20 00	each.
[The above to be cut to plans furnished at the yard.]		
8 pieces brown stone, 4 feet 10 inches long, 2 feet 10 inches wide, 1 foot 10 inches thick	28 43	each.
2 pieces brown stone, 6 feet 10 inches long, 3 feet wide, 3 feet thick	86 95	each.
2 pieces brown stone, 14 feet 6 inches long, 3 feet wide, 2 feet thick	153 16	each.
2 pieces brown stone, 3 feet 3 inches long, 3 feet wide, 8 inches thick	9 36	each.
6 pieces brown stone, 6 feet 8 inches long, 3 feet wide, 8 inches thick	19 20	each.
2 pieces brown stone, 4 feet long, 3 feet wide, 1 foot thick	11 52	each.
6 pieces brown stone, 6 feet 3 inches long, 1 foot 10 inches wide, 1 foot thick	12 19	each.
6 pieces brown stone, 6 feet 8 inches long, 2 feet wide, 1 foot 3 inches thick	17 54	each.
2 pieces brown stone, 8 feet long, 2 feet wide, 1 foot 3 inches thick	26 66	each.
11 pieces brown stone, 7 feet long, 1 foot 8 inches wide, 1 foot 3 inches thick	15 53	each.
2 pieces brown stone, 8 feet 6 inches long, 1 foot 8 inches wide, 1 foot 3 inches thick	20 11	each.
2 pieces brown stone, 2 feet 9 inches long, 1 foot 8 inches wide, 1 foot 3 inches thick	5 60	each.
2 pieces brown stone, 3 feet 9 inches long, 1 foot 8 inches wide, 1 foot 3 inches thick	8 13	each.
2 pieces brown stone, 4 feet 2 inches long, 1 foot 8 inches wide, 1 foot 3 inches thick	9 20	each.
3 pieces brown stone, 5 feet 6 inches long, 1 foot 8 inches wide, 1 foot 3 inches thick	12 16	each.
1 piece brown stone, 8 feet 3 inches long, 2 feet wide, 3 feet thick	66 50	each.
8 pieces brown stone, 5 feet long, 1 foot 5 inches wide, 3 feet thick	24 05	each.
2 pieces granite, 15 feet 8 inches long, 2 feet 8 inches wide, 2 feet thick	58 45	each.
4 pieces granite, 12 feet 6 inches long, 2 feet 8 inches wide, 2 feet thick	44 68	each.
[This stone is in the rough]		

To be delivered in four months from date of contract.

S. Patterson. Date of contract, July 13, 1865.

Class No. 3, yellow pine timber.

100 stocks yellow pine timber, from 16 to 20 inches square, from 20 to 50 feet long, to blaze heart on all sides, say 8,000 cubic feet	$0 29	per cubic foot

To be delivered in ninety days from date of contract.

S. Patterson. Date of contract, July 13, 1865.

Class No. 4, yellow pine lumber.

2,000 feet 2½ inch yellow pine plank	$29 00	per M feet.

Of good quality, and to be delivered in sixty days from date of contract.

S. Patterson. Date of contract, July 13, 1865.

Class No. 5, oak and hard wood.

200 white oak spokes, 2 feet long, 2½ inches wide, 1½-inch thick	$6 00	per 100.

15 white oak logs, 20 feet long, from 8 to 10 inches diameter at small end	$10 00	each
20 white oak logs, 8 feet long, 12 inches diameter at small end	5 00	each
20 hickory butts, 12 to 14 feet long, 10 to 14 inches diameter	12 00	each.
4 black gum logs, 13 feet long, 9 to 10 inches diameter	8 00	each.
4 black gum logs, 14 feet long, 13 to 15 inches diameter	10 00	each.
2 black gum logs, 15 feet long, 18 to 20 inches diameter	12 00	each.
1 black gum log, 13 feet long, 22 inches diameter	15 00	each.
20 stocks white oak timber, 12 to 18 inches square, 16 to 30 feet in length	25 00	each.
200 feet, board measure, seasoned mahogany, 1 inch thick	15	per foot.
200 feet, board measure, seasoned mahogany, 2 inches thick	15	per foot.
300 feet, board measure, seasoned cherry, 1 inch thick	15	per foot.
300 feet, board measure, seasoned cherry, 2 inches thick	15	per foot.
2 tons (2,240 pounds per ton) lignumvitæ, 3 to 15 inches diameter	150 00	per ton.
200 feet, board measure, 3-inch ash plank	05	per foot.
200 feet, board measure, 2½-inch ask plank	05	per foot.
200 feet, board measure, 2-inch ash plank	05	per foot.
200 feet, board measure, 1½-inch ash plank	05	per foot.
100 feet, board measure, 1-inch ash boards	05	per foot.
1,000 feet, board measure, 6½-inch white oak plank, not less than 10 inches wide	60 00	per M feet.
1,000 feet, board measure, 5½ inch white oak plank, not less than ten inches wide	60 00	per M feet.
1,000 feet, board measure, 4½-inch white oak plank, not less than 10 inches wide	60 00	per M feet.
1,000 feet, board measure, 3-inch white oak plank, not less than 10 inches wide	60 00	per M feet.
1,000 feet, board measure, 2¼-inch white oak plank, not less than 10 inches wide	60 00	per M feet.
500 feet, board measure, 1½-inch white oak plank, not less than 10 inches wide	6 00	per 100 feet.
500 feet, board measure, 1¼-inch white oak plank, not less than 10 inches wide	6 00	per 100 feet.
200 white oak spokes, 4 feet long, 6½ inches wide, 2½ inches thick	10 00	per 100.
200 white oak spokes, 3 feet 6 inches long, 5½ inches wide, 2½ inches thick	9 00	per 100.
300 white oak spokes, 2 feet 6 inches long, 4½ inches wide, 2 inches thick	8 00	per 100.
70 pieces white oak, 12 feet long, 2 by 12 inches	1 65	each.

Of the best quality, and all to be delivered in sixty days from date of contract.

S. Patterson. Date of Contract, July 13, 1865

Class No. 6, white pine, spruce, juniper and cypress.

4 pieces white pine, 12 by 14 inches, 40 feet long, 2,240 feet;
2 pieces white pine, 12 by 14 inches, 36 feet long, 1,008 feet;
8 pieces white pine, 12 by 14 inches, 35 feet long, 3,920 feet;
2 pieces white pine, 12 by 14 inches, 20 feet long, 560 feet;
24 pieces white pine, 12 by 12 inches, 16 feet long, 4,608 feet;
925 pieces white pine, 3 by 12 inches, 19 feet long, 52,725 feet;
460 pieces white pine, 3 by 14 inches, 19 feet long, 30,590 feet;
12 pieces white pine, 10 by 13 inches, 19 feet long, 2,470 feet;
12 pieces white pine, 10 by 10 inches, 19 feet long, 1,900 feet;

110 pieces white pine, 3½ by 12 inches, 40 feet long, 15,400 feet;			
110 pieces white pine, 3½ by 12 inches, 20 feet long, 7,700 feet;			
108 pieces white pine, 7 by 10 inches, 23½ feet long, 14,805 feet;			
54 pieces white pine, 7 by 10 inches, 15 feet long, 4,725 feet;			
108 pieces white pine, 5 by 8 inches, 26 feet long, 9,360 feet;			
54 pieces white pine, 5 by 8 inches, 17 feet long, 3,060 feet;			
40 pieces white pine, 3½ by 9 inches, 26 feet long, 2,730 feet;			
460 pieces white pine, 3 by 5 inches, 34 feet long, 19,550 feet;			
54 pieces white pine, 3 by 8 inches, 11 feet long, 1,188 feet;			
28 pieces white pine, 5 by 12 inches, 38 feet long, 5,320 feet;			
28 pieces white pine, 5 by 12 inches, 19 feet long, 1,660 feet;			
14 pieces white pine, 10 by 12 inches, 33 feet long, 4,620 feet;			
14 pieces white pine, 10 by 12 inches, 25 feet long, 3,500 feet;			
14 pieces white pine, 8 by 10 inches, 16 feet long, 1,493 feet;			
14 pieces white pine, 7 by 10 inches, 16 feet long, 1,305 feet;			
14 pieces white pine, 6 by 10 inches, 16 feet long, 1,120 feet;			
14 pieces white pine, 5 by 10 inches, 16 feet long, 933 feet;			
630 pieces white pine, 3 by 14 inches, 17 feet long, 37,485 feet;			
44 pieces white pine, 3 by 12 inches, 25 feet long, 3,300 feet;			
22 pieces white pine, 3 by 12 inches, 20 feet long, 1,320 feet;			
44 pieces white pine, 3 by 8 inches, 25 feet long, 2,300 feet;			
22 pieces white pine, 3 by 8 inches, 20 feet long, 880 feet;			
40 pieces white pine, 3 by 6 inches, 22 feet long, 1,320 feet;			
In all, measuring 245,095 feet	$29	75	per M feet.
1,900 running feet white pine, 5 by 9 inches, lengths 20 feet and upwards		11	per lin. foot.
1,745 running feet white pine, 5 by 9 inches, lengths 16 feet and upwards		11	per lin. foot.
1,000 running feet white pine, 2 by 4 inches, lengths 16 feet and upwards		2	per lin. foot.
1,560 running feet white pine, 2½ by 9 inches, lengths 16 feet and upwards		6	per lin. foot.
3,600 running feet white pine, 2 by 9 inches, lengths 16 feet and upwards		4	per lin. foot.
1,000 running feet white pine, 4 by 7 inches, lengths 16 feet and upwards		7	per lin. foot.
72,000 feet board measure No. 2, 1½-inch white pine plank	45	00	per M feet.
157,000 feet board measure No. 3, 1-inch white pine boards	29	00	per M feet.
2,000 feet board measure No. 2, 2½-inch white pine boards.	45	00	per M feet.
4,000 feet board measure No. 2, 2-inch white pine plank	45	00	per M feet.
6,000 feet board measure No. 1, 1-inch white pine plank	55	00	per M feet.
4,000 feet board measure No. 2, 1¼-inch white pine plank	45	00	per M feet.
179,000 feet board measure 2-inch flooring plank	28	00	per M feet.
54,000 feet board measure No. 2, 1-inch boards	42	00	per M feet.

8 pieces white pine, 12 by 14 inches, 40 feet long, 4,480 feet;
180 pieces white pine, 3 by 12 inches, 21 feet long, 11,340 feet;
360 pieces white pine, 3 by 14 inches, 21 feet long, 26,460 feet;
6 pieces white pine, 8 by 9 inches, 15 feet long, 540 feet;
21 pieces white pine, 5 by 9 inches, 11 feet long, 866 feet;
26 pieces white pine, 3½ by 12 inches, 42 feet long, 3,822 feet;
26 pieces white pine, 3½ by 12 inches, 22 feet long, 2,002 feet;
26 pieces white pine, 7 by 10 inches, 26½ feet long, 4,019 feet;
26 pieces white pine, 7 by 10 inches, 16 feet long, 2,426 feet:
39 pieces white pine, 5 by 8 inches, 26 feet long, 3,380 feet;
26 pieces white pine, 3½ by 9 inches, 13 feet long, 887 feet;
13 pieces white pine, 5 by 7 inches, 22 feet long, 834 feet;
166 pieces white pine, 3 by 5 inches, 37 feet long, 7,677 feet;
528 white pine floor joists, 3 by 12 inches, 20 feet long, 31,680 feet;
528 white pine floor joists, 3 by 12 inches, 14 feet long, 22,176 feet;
70 pieces white pine, 4 by 12 inches, 43 feet long, 12,040 feet;
70 pieces white pine, 4 by 12 inches, 27 feet long, 7,560 feet;
70 pieces white pine, 7½ by 10 inches, 26½ feet long, 11,594 feet;
35 pieces white pine, 7½ by 10 inches, 21 feet long, 4,594 feet;
70 pieces white pine, 5 by 8 inches, 11 feet long, 2,566 feet;
35 pieces white pine, 3 by 8 inches, 13 feet long, 910 feet;
200 pieces white pine, 5 by 8 inches, 12 feet long, 8,000 feet;
66 pieces white pine, 3½ by 9 inches, 12 feet long, 2,079 feet;
400 pieces white pine, 3 by 5 inches, 40 feet long, 20,000 feet;
20 pieces white pine, 6 by 10 inches, 13 feet long, 1,300 feet;
40 pieces white pine, 4 by 8 inches, 14 feet long, 1,493 feet;
20 pieces white pine, 4 by 8 inches, 10 feet long, 533 feet;
20 pieces white pine, 5 by 14 inches, 10 feet long, 1,166 feet;
108 pieces white pine, 4 by 12 inches, 42 feet long, 18,144 feet;
108 pieces white pine, 4 by 12 inches, 23 feet long, 9,936 feet;
108 pieces white pine, 8 by 10 inches, 26½ feet long, 19,080 feet;
54 pieces white pine, 8 by 10 inches, 15 feet long, 5,400 feet;
288 pieces white pine, 6 by 8 inches, 14½ feet long, 17,704 feet;
24 pieces white pine, 6 by 8 inches, 23 feet long, 2,208 feet;
48 pieces white pine, 3½ by 9 inches, 14½ feet long, 1,826 feet;

4 pieces white pine, 3½ by 9 inches, 22 feet long, 232 feet;
48 pieces white pine, 7 by 12 inches, 14½ feet long, 4,872 feet;
4 pieces white pine, 7 by 12 inches, 22 feet long, 616 feet;
108 pieces white pine, 5 by 8 inches, 11 feet long, 3,960 feet;
54 pieces white pine, 3 by 8 inches, 14 feet long, 1,512 feet;
800 pieces white pine, 3 by 5 inches, 37 feet long, 37,000 feet;
24 pieces white pine, 5½ by 10 inches, 31 feet long, 3,410 feet;
24 pieces white pine, 5½ by 10 inches, 18 feet long, 1,980 feet;
12 pieces white pine, 11 by 12 inches, 30 feet long, 3,960 feet;
12 pieces white pine, 11 by 12 inches, 21 feet long, 2,762 feet;
12 pieces white pine, 6 by 11 inches, 16 feet long, 1,056 feet;
12 pieces white pine, 5 by 11 inches, 17 feet long, 935 feet;
12 pieces white pine, 4 by 11 inches, 18 feet long, 792 feet;
450 joists white pine, 3 by 12 inches, 15½ feet long, 20,925 feet;
34 pieces white pine, 3½ by 12 inches, 33 feet long, 3,927 feet;
34 pieces white pine, 3½ by 12 inches, 17 feet long, 2,023 feet;
34 pieces white pine, 7 by 10 inches, 20 feet long, 3,976 feet;
17 pieces white pine, 7 by 10 inches, 12 feet long, 1,190 feet;
64 pieces white pine, 5 by 8 inches, 12½ feet long, 2,666 feet;
34 pieces white pine, 3½ by 9 inches, 12½ feet long, 997 feet;
17 pieces white pine, 5 by 7 inches, 17 feet long, 828 feet;
400 pieces white pine, 3 by 5 inches, 29 feet long, 14,500 feet;
18 pieces white pine, 7 by 12 inches, 11 feet long, 1,386 feet;
30 pieces white pine, 7 by 10 inches, 11 feet long, 1,925 feet;
30 pieces white pine, 3 by 7 inches, 16 feet long, 840 feet;
30 pieces white pine, 4 by 7 inches, 15 feet long, 1,050 feet;
18 pieces white pine, 3 by 9 inches, 16 feet long, 648 feet;
36 pieces white pine, 4 by 9 inches, 11 feet long, 1,188 feet;
33 pieces white pine, 7 by 12 inches, 19 feet long, 4,389 feet;
150 pieces white pine, 3 by 12 inches, 20 feet long, 9,000 feet;
150 pieces white pine, 3 by 9 inches, 20 feet long, 6,750 feet;
50 pieces white pine, 3 by 8 inches, 22 feet long, 2,200 feet;
200 pieces white pine, 3 by 5 inches, 12 feet long, 3,000 feet;
175 pieces white pine, 4 by 5 inches, 12 feet long, 2,800 feet;
175 pieces white pine, 3 by 4 inches, 12 feet long, 2,100 feet;

175 pieces white pine, 4 by 6 inches, 16 feet long, 5,600 feet; Pieces and joists, measuring, 428,917 feet	$29 00	per M feet.
[Of good quality, and one-half to be delivered in sixty, and the balance in one hundred and twenty days from date of contract.]		
1,000 feet No. 1 white pine, seasoned, ½ inch thick	50 00	per M feet.
4,000 feet No. 1 white pine, seasoned, 1-inch thick	55 00	per M feet.
1,500 feet No. 1 white pine, seasoned, 1¼-inch think	55 00	per M feet.
1,500 feet No. 1 white pine, seasoned, 1½-inch thick	55 00	per M feet.
1,500 feet No. 1 white pine, seasoned, 2-inches thick	55 00	per M feet.
1,500 feet No. 1 white pine, seasoned, 2½ inches thick	55 00	per M feet.
1,500 feet No. 1 white pine, seasoned, 3-inches thick	55 00	per M feet.
2,000 feet No. 2 common, seasoned, 1-inch thick	40 00	per M feet.
1,000 feet No. 2 common, seasoned, 2-inches thick	40 00	per M feet.

To be delivered in sixty days from date of contract.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 7, lime, hair, and plaster.

800 barrels Baltimore lime	$1 80	per barrel.
10 barrels plaster of Paris	3 50	per barrel.
50 bushels hair	50	per bushel.

To be delivered when required, with twelve days' notice.

GEORGE H. PLANT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 8, cement.

200 barrels hydraulic cement, equal to Rosendale, fresh ground, in tight barrels, well papered, and containing 300 pounds.	$2 29	per barrel.

To be delivered as required.

C. W. & J. WHITEHEAD. DATE OF CONTRACT, JULY 13, 1865.

Class No. 9½, moulding and fire sand and fire-clay.

50 tons (2,240 pounds per ton) moulding sand, best quality, for light work	$4 50	per ton.
50 tons (2,240 pounds per ton) moulding sand, best quality, for heavy work	4 50	per ton.

Of the best quality, and one-half to be delivered in thirty days, and the balance within sixty days from date of contract.

WILLIAM CHAPMAN. DATE OF CONTRACT, JULY 13, 1865.

Class No. 10, slate.

270,000 slate, 11 by 20 inches, ¼ inch thick, without cracks or other imperfections	$58 50	per M.

One-half to be delivered in ninety days, and the balance within one hundred and twenty days from date of contract.

WILLIAM F. POTTS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 11, iron, iron spikes, and nails.

30,900 pounds round iron, of such such sizes and lengths of bars as may be required; sizes to be from 1-inch to 1⅜-inch, and lengths of bars from 8 feet to 15 feet 6 inches, as required	$0 4¾	per pound.
5,566 pounds ¾-inch round iron	4¾	per pound.
160 iron nuts, for 1⅜-inch bolts, 1⅜-inch thick, 2¾ inches square	38	each.
840 iron nuts, for 1¼-inch bolts, 1½-inch thick, 2½ inches square	20	each.
840 iron nuts, for 1-inch bolts, 1-inch thick, 2 inches square.	10	each.
5,000 iron nuts, for ¾-inch bolts, ¾-inch thick, 1½ inch square.	4½	each
1,100 pounds 60*d* iron cut nails	5¾	per pound.

23,300 pounds iron cut nails, from 3*d* to 40*d*, as may be required	$0 5¾	per pound.
4,000 pounds 6*d* slaters' nails	5¾	per pound.
300 pounds 10*d* finishing nails	5¾	per pound.
300 pounds 8*d* finishing nails	5¾	per pound.
100 pounds 6*d* finishing nails	5¾	per pound.
24 papers 1½-inch finishing nails	12	per paper.
24 papers 1¼-inch finishing nails	12	per paper.
12 papers 1-inch finishing nails	12	per paper.
12 papers ¾-inch finishing nails	12	per paper.
400 pounds 10*d* iron wrought nails	9	per pound.
500 pounds 8*d* iron wrought nails	9	per pound.
200 pounds 6-inch spikes	5¾	per pound.
200 pounds 5-inch spikes	5¾	per pound.
150 pounds ¼-inch round iron wire	8	per pound.
200 pounds ¼-inch round iron wire	8	per pound.
200 pounds iron wire, assorted	10	per pound.
5,000 feet 2 inch gas pipe	50	per foot.
12 tees, (T's,) 2 inch	80	each.
90 U's, 2-inch	1 00	each.
40 unions, 2-inch	1 75	each.
150 ells, (L's,) 2-inch	55	each.
2½ tons (2,240 pounds per ton) best American charcoal iron, for axles, 2½-inch square	95 00	per ton.
3 tons (2,240 pounds per ton) best American charcoal iron, for tires, 3 by ⅝ inch	95 00	per ton.
2 tons (2,240 pounds per ton) best American charcoal iron, for tires, 2½ by ⅝ inch	95 00	per ton.
1½ tons (2,240 pounds per ton) best American charcoal iron, for tires, 2 by ½ inch	95 00	per ton.
2 tons (2,240 pounds per ton) best American charcoal iron, for tires, 1½ by ⅜ inch	95 00	per ton.
1½ tons (2,240 pounds per ton) best American charcoal iron, for tires, 1¼ by ¼ inch	95 00	per ton.
1 ton (2,240 pounds) best American charcoal iron, for tires, 1 by ¼ inch	100 00	per ton.
2 tons (2,240 pounds per ton) best American charcoal iron, for tires, 4 by ¾ inch	95 00	per ton.
3 tons (2,240 pounds per ton) best American charcoal iron, for tires, 6 by ¾ inch	100 00	per ton.
3 tons (2,240 pounds per ton) best American charcoal iron, for tires, 5 by ¾ inch	100 00	per ton.
100 sheets Russia sheet iron, No. 24	4 00	per sheet.

Of the best quality, and to be delivered as required, with notice of twelve days.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 12, steel.

1,000 pounds 2-inch square cast-steel	$0 19	per pound.
1,000 pounds 1½-inch square cast-steel	19	per pound.
1,500 pounds 1¼-inch square cast-steel	19	per pound.
1,000 pounds 1-inch square cast-steel	19	per pound.
100 pounds ⅞-inch square cast-steel	19	per pound.
500 pounds ⅞-inch octagon cast-steel	20	per pound.

To be delivered in thirty days from date of contract.

B. G. CLARKE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 13, pig iron.

30 tons (2,240 pounds per ton) Scotch pig iron	$44 00	per ton.
100 tons (2,240 pounds per ton) Thomas American pig iron	39 00	per ton.

To be delivered in ninety days from date of contract.

S. G. HOWE & CO. DATE OF CONTRACT, JULY 13, 1865.

Class No. 14, files.

12 gross pit-saw files, 6-inch	$21 00	per gross.
5 gross handsaw files, 6-inch	18 60	per gross.

6 gross handsaw files, 5-inch	$13 50	per gross.
8 gross handsaw files, 4-inch	10 65	per gross.
10 gross handsaw files, 3½-inch	9 45	per gross.
10 gross handsaw files, 3-inch	9 45	per gross.
5 gross handsaw files, 2½-inch	9 45	per gross.
½ gross saw files, three-square taper, 6-inch, equal to Stubbs's	19 20	per gross.
½ gross saw files, three-square taper, 5-inch, equal to Stubbs's,	14 25	per gross.
½ gross saw files, three-square taper, 4½ inch, equal to Stubbs's,	12 75	per gross.
½ gross saw files, three-square taper, 4-inch, equal to Stubbs's,	11 25	per gross.
½ gross saw files, three-square taper, 3½-inch, equal to Stubbs's,	10 00	per gross.
½ gross saw files, three-square taper, 3-inch, equal to Stubbs's,	10 00	per gross.
1¼ gross mill-saw files, 8-inch	24 00	per gross.
6 dozen cabinetmakers' rasps	6 10	per dozen.
6 dozen wood rasps	4 40	per dozen.
2 gross half-round bastard files, 12-inch	52 80	per gross.
4 gross half-round bastard files, 14-inch	6 20	per gross.
1 gross cross-cut saw files	35 30	per gross.
¾ gross hand bastard files, 16-inch	123 00	per gross.
½ gross flat bastard files, 12-inch	49 80	per gross.
3 gross flat bastard files, 16-inch	103 80	per gross.
1 gross flat bastard files, 14-inch	69 00	per gross.
½ gross half-bastard files, rat-tail, 10-inch	40 80	per gross.
1 gross half-bastard files, half-round, 12-inch	62 75	per gross.
¼ gross round bastard files, 16-inch	108 00	per gross.
2 gross flat bastard safe-edge files, 14-inch	69 00	per gross.
½ gross flat second-cut files, 14-inch	84 00	per gross.
¼ gross flat second-cut safe-edge files, 14-inch	84 00	per gross.
2 gross flat hand bastard files, 14-inch	85 50	per gross.
¼ gross hand second-cut files, 14-inch	102 00	per gross.
½ gross mill-saw files, 14-inch	72 50	per gross.
¼ gross round bastard files, 14-inch	74 40	per gross.
¼ gross square taper files, 14-inch	69 00	per gross.
2 gross flat bastard safe-edge files, 12-inch	49 50	per gross.
2 gross flat hand bastard files, 12-inch	58 55	per gross.
½ gross hand second-cut files, 12-inch	72 00	per gross.
½ gross mill-saw files, 12-inch	52 00	per gross.
¼ gross half-round smooth safe-edge bastard files, 12-inch	73 50	per gross.
½ gross hand-smooth files, 12-inch	78 00	per gross.
1 gross round bastard files, 12-inch	52 80	per gross.
½ gross square bastard files, 12-inch	49 50	per gross.
¼ gross three-square taper files, 12-inch	72 00	per gross.
½ gross flat second-cut files, 12-inch	60 00	per gross.
½ gross square straight files, 12-inch	69 00	per gross.
2 gross flat hand bastard files, 10-inch	41 25	per gross.
1 gross half-round fine-cut files, 10-inch	45 75	per gross.
½ gross half-round files, 10-inch	35 65	per gross.
¼ gross half-round second-cut files, 10-inch	41 50	per gross.
1 gross flat superfine files, 10-inch	84 00	per gross.
¼ gross square bastard files, 10-inch	33 75	per gross.
1 gross flat bastard safe-edge files, 10-inch	33 75	per gross.
¼ gross flat mill saw files, 10-inch	35 30	per gross.
¼ gross flat second-cut files, 10-inch	39 30	per gross.
¼ gross blunt square files, 10-inch	49 50	per gross.
1¼ gross half-round bastard files, 10-inch	36 00	per gross.
¼ gross flat second-cut hand files, 10-inch	48 00	per gross.
¼ gross flat smooth hand files, 10-inch	51 60	per gross.
1 gross flat hand bastard files, 8-inch	27 90	per gross.
½ gross half-round fine files, 8-inch	33 00	per gross.
1 gross half-round bastard files, 8-inch	24 20	per gross.
¼ gross half-round second-cut files, 8-inch	30 00	per gross.
½ gross flat superfine safe-edge files, 8-inch	61 70	per gross.
½ gross flat smooth safe-edge files, 8-inch	30 80	per gross.
¼ gross flat bastard safe-edge files, 8-inch	22 75	per gross.
1 gross round bastard safe-edge files, 8-inch	24 20	per gross.
½ gross square taper files, 8-inch	22 80	per gross.
¼ gross three-square files, 8-inch	30 00	per gross.

½ gross flat second-cut safe-edge files, 8-inch	$27 00	per gross.
½ gross second-cut hand files, 8-inch	33 00	per gross.
1 gross flat hand bastard safe-edge files, 6-inch	19 20	per gross.
1 gross flat bastard safe-edge files, 6-inch	15 75	per gross.
½ gross half-round bastard files 6-inch	17 40	per gross.
¼ gross half-round second-cut files, 6-inch	20 00	per gross.
¼ gross smooth safe-edge files, 6-inch	26 40	per gross.
½ gross flat bastard safe-edge files, 6-inch	15 75	per gross.
¼ gross three-square taper files, 6-inch	18 60	per gross.
¼ gross flat second-cut files, 6-inch	18 00	per gross.
¼ gross half-round bastard files, 4-inch	12 00	per gross.
⅛ gross half-round second-cut files, 4-inch	15 00	per gross.
¼ gross square taper files, 3-inch	11 75	per gross.
¼ gross square taper bastard files, 3-inch	11 75	per gross.
½ gross flat bastard files, 3-inch	11 75	per gross.
¼ gross half-round bastard files, 3-inch	12 00	per gross.
½ gross Stubbs's double-cut handsaw files, 3 to 5-inch	33 00	per gross.
¼ gross Stubb's single-cut handsaw files, 3 to 5-inch	33 00	per gross.
½ gross files, (assorted)	50 00	per gross.

To be delivered as required, with twelve days' notice, and to be of the best quality.

WM. A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 15, paints, oils, and glass.

500 pounds white lead, ground, in oil	$0 14	per pound.
300 pounds red lead, dry	.15	per pound.
150 pounds white zinc, in oil	10	per pound.
500 pounds brown zinc	09	per pound.
60 gallons Benzine	50	per gallon.
10 gallons linseed oil, raw	1 50	per gallon.
50 pounds chrome green, in oil	25	per pound.
10 gallons copal varnish	4 00	per gallon.
10 gallons spirits wine, 90 per cent. proof	5 00	per gallon.
20 gallons Japan dryer	2 00	per gallon.
25 pounds Venetian red	05	per pound.
5 pounds raw sienna	15	per pound.
75 pounds litharge	15	per pound.
80 pounds gum shellac	75	per pound.
6 pounds Prussian blue	75	per pound.
500 pounds Spanish whiting	03	per pound.
200 feet 16 by 20-inch double thickness glass	25 00	per 100 feet.
200 feet 20 by 24-inch double thickness glass	28 00	per 100 feet.
100 feet 14 by 16-inch double thickness glass	21 00	per 100 feet.
1,500 feet 10 by 14-inch single thickness glass	10 50	per 100 feet.
500 feet 10 by 12-inch single thickness glass	10 50	per 100 feet.
600 feet 9 by 12-inch single thickness glass	10 50	per 100 feet.
20 pounds lampblack	10	per pound.
150 pounds black paint, in oil	10	per pound.
100 pounds chrome green, in oil	20	per pound.
50 gallons alcohol	5 00	per gallon.
20 gallons spirits turpentine	2 00	per gallon.
10 gallons English coach varnish	9 50	per gallon.
10 pounds ground glass	06	per pound.
200 lights 16 by 24-inchs glass, double thickness	60	per light.
100 lights 18 by 24-inch glass, double thickness	60	per light.
2 dozen putty trowels	2 75	per dozen.

To be delivered as required.

WM. A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 16, ship chandlery.

12 dozen corn brooms	$6 00	per dozen.
8 dozen hickory brooms	3 00	per dozen.
9 dozen water buckets	15 00	per dozen.
2 dozen oak iron-bound water buckets	15 00	per dozen.
30 pounds beeswax	80	per pound.

93	gallons fish oil	$1 25	per gallon.
19	dozen chalk-lines	1 00	per dozen.
3	pounds hemp twine	1 00	per pound.
2	gross hanks masons' lines	9 00	per gross.
2	pounds hemp thread, white	1 50	per pound.
1,000	feet of line for lining engines	3 00	per M feet.
6	metallic tape-lines, 50 feet long	5 00	each.
3	metallic tape-lines, 75 feet long	7 50	each.
3	metallic tape-lines, 100 feet long	9 00	each.
35	pounds red chalk	06	per pound.
650	pounds white chalk	03	per pound.
30	reams sand paper, assorted	4 00	per ream.
6	boxes sperm candles	15 00	per box.
5	dozen paint brushes	14 00	per dozen.
12	dozen paint brushes, $\frac{6}{0}$ Russian bristles	18 00	per dozen.
2	dozen paint brushes, assorted, from 2 to 0	7 50	per dozen.
6	dozen American sash tools	2 00	per dozen.
6	dozen French sash tools	3 00	per dozen.
3	dozen American fitches	1 00	per dozen.
10	dozen round painters' dusters	5 50	per dozen.
6	dozen dusting brushes	5 00	per dozen.
3	dozen lettering pencils, assorted	25	per dozen.
1	dozen glue brushes, from 6 to 0	5 00	per dozen.
6	varnish brushes	75	each.
3	dozen whitewash brushes, large size	12 00	per dozen.
4	dozen hand brushes, brittle	7 50	per dozen.
200	pounds sash cord, best Italian hemp	75	per pound.
100	pounds Irish glue, best	25	per pound.
50	pounds common glue	25	per pound.
1	pair spring balances	7 50	per pair.
12	dozen hammer handles	1 00	per dozen.
2	dozen sledge hammer handles	2 00	per dozen.
150	pounds lampwick	85	per pound.
50	pounds emery, Nos. 0, $\frac{1}{2}$, 1, and 2	15	per pound.
7	reams emery cloth, Nos. 0, $\frac{1}{2}$, and 1	35 00	per ream.
1	dozen belt punches	8 00	per dozen.
1,150	pounds cotton waste	26	per pound.
25	papers iron tacks	10	per paper.
25	papers iron tacks, $\frac{3}{4}$-inch	10	per paper.
24	papers iron tacks, 6-ounce	10	per paper.
1	paper iron tacks, 8-ounce	10	per paper.
24	papers iron tacks, 4-ounce	10	per paper.
25	papers copper tacks $\frac{3}{4}$-inch	75	per paper.
10	papers copper tacks	75	per paper.
10	dozen planish-tin oil cans	2 25	per dozen.
500	pounds best beef tallow	13	per pound.
20	pounds sal-ammoniac	25	per pound.
500	pounds spelter solder	55	per pound.
50	pounds braziers' solder	55	per pound.
400	pounds hemp packing	26	per pound.
8	barrels rye flour	8 00	per barrel.
5	barrels molasses, common	15 00	per barrel.
5	dozen moulders' sieves, assorted from No. 2 to 16	20 60	per dozen.
6	dozen crucibles, assorted sizes, 46, 60, and 80	60 00	per dozen.
350	pounds putty	6	per pound.
1	box soap, 40 pounds	6 00	per box.
100	pounds potash	12	per pound.
50	papers 2-inch patent brads	15	per paper.
50	papers $1\frac{3}{4}$-inch patent brads	10	per paper.
50	papers $1\frac{1}{2}$-inch patent brads	10	per paper.
50	papers $1\frac{1}{4}$-inch patent brads	10	per paper.
50	papers 1-inch patent brads	5	per paper.
50	papers $\frac{7}{8}$-inch patent brads	5	per paper.
50	papers $\frac{1}{2}$-inch patent brads	5	per paper.
25	papers $\frac{3}{8}$-inch patent brads	5	per paper.

12 horse collars and harness, complete	$30 00	each.
10 sides pump leather	12 00	per side.
50 yards twilled cotton	40	per yard.
4 pounds shoe thread	1 25	per pound.
2 sides harness leather, for reins, black	12 00	per side.
2 kip skins	6 00	each.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 17, hardware.

150 drawer locks, 2 by 3 inches	$0 25	each.
6 dozen brass drawer locks, assorted	6 00	per dozen.
1 gross iron rim locks, with furniture, 5 to 12 inches	225 00	per gross.
4 dozen iron chest locks, assorted	3 00	per dozen.
4 dozen brass cupboard locks, assorted	2 25	per dozen.
1 gross iron padlocks	27 50	per gross.
6 gross sash pulleys, iron axles, 1½ to 2½ inches	11 00	per gross.
12 spirit levels, 24 to 30 inches	2 00	each.
6 circular saws, from 12 to 20 inches diameter	6 25	each.
4 gross iron butt hinges, assorted sizes, as required	13 50	per gross.
1 gross brass butt hinges, assorted sizes, as required	18 00	per gross.
6 gross brass screws, 1-inch, No. 9	1 70	per gross.
6½ gross brass screws, assorted	1 60	per gross.
6 gross brass screws, ¾-inch, No. 8	1 38	per gross.
6 gross brass screws, ½-inch, No. 5	1 00	per gross.
10 gross iron screws, 2½-inch, No. 20	2 75	per gross.
20 gross iron screws, 2-inch, No. 16	1 75	per gross.
20 gross iron screws, 2-inch, No. 14	1 40	per gross.
20 gross iron screws, 2-inch, No. 12	1 25	per gross.
20 gross iron screws, 1¾-inch, No. 11	1 00	per gross.
20 gross iron screws, 1½-inch, No. 12	90	per gross.
20 gross iron screws, 1½-inch, No. 10	80	per gross.
20 gross iron screws, 1¼-inch, No. 10	70	per gross.
20 gross iron screws, 1-inch, No. 9	60	per gross.
20 gross iron screws, ¾-inch, No 9	50	per gross.
20 gross iron screws, ¾-inch, No. 8	50	per gross.
20 gross iron screws, 1-inch, No. 8	50	per gross.
10 gross iron screws, ¾-inch, No. 6	40	per gross.
3 gross 4-inch gimlet-point iron screws, No. 20	5 50	per gross.
4 gross 3½-inch gimlet-point iron screws, No. 18	3 75	per gross.
4 gross 3¼-inch gimlet-point iron screws, No. 17	3 50	per gross.
6 gross 3-inch gimlet-point iron screws, No. 17	2 75	per gross.
3 gross 2¾-inch gimlet-point iron screws, No. 16	2 25	per gross.
3 gross 2¾-inch gimlet-point iron screws, No. 15	2 00	per gross.
4 gross 2½-inch gimlet-point iron screws, No. 14	1 75	per gross.
4 gross 2½-inch gimlet-point iron screws, No. 15	1 90	per gross.
4 gross 2¼-inch gimlet-point iron screws, No. 14	1 60	per gross.
4 gross 2¼-inch gimlet-point iron screws, No. 15	1 75	per gross.
10 gross 2-inch gimlet-point iron screws, No. 12	1 25	per gross.
5 gross 2-inch gimlet-point iron screws, No. 14	1 40	per gross.
5 gross 2-inch gimlet-point iron screws, No. 12	1 25	per gross.
5 gross 1¾-inch gimlet-point iron screws, No. 12	1 00	per gross.
5 gross 1¾-inch gimlet-point iron screws, No. 14	1 25	per gross.
5 gross 1½-inch gimlet-point iron screws, No. 12	90	per gross.
5 gross 1½-inch gimlet-point iron screws, No. 10	75	per gross.
5 gross 1½-inch gimlet-point iron screws, No. 14	1 25	per gross.
5 gross 1¼-inch gimlet-point iron screws, No. 11	75	per gross.
5 gross 1¼-inch gimlet-point iron screws, No. 12	75	per gross.
5 gross 1¼ inch gimlet-point iron screws, No. 10	75	per gross.
5 gross 1-inch gimlet-point iron screws, No. 10	60	per gross.
5 gross 1-inch gimlet-point iron screws, No. 11	60	per gross.
5 gross 1-inch gimlet-point iron screws, No. 12	70	per gross.
2½ gross ¾-inch gimlet-point iron screws, No. 9	50	per gross.
2½ gross ¾-inch gimlet-point iron screws, No. 10	60	per gross.
2½ gross ¾-inch gimlet-point iron screws, No. 11	60	per gross.
2½ gross ¾-inch gimlet-point iron screws, No. 6	50	per gross.

4	gross $\frac{5}{8}$-inch gimlet-point iron screws, No. 5	$0 40	per gross.
400	pounds Banca tin	48	per pound.
100	pounds slab zinc	11	per pound.
400	pounds sheet zinc	15	per pound.
3	pairs platform scales, (Fairbanks's,) to weigh 1,000 pounds	50 00	per pair.
6	dozen papers stove polish	60	per dozen.
6	house water-closets, complete	20 00	each.
150	pounds brass wire, assorted	50	per pound.
2	pairs shears, No. 0	18 00	each.
1	pair shears, No. 2	10 00	each.
2	pairs hand shears, large	4 00	each.
3	pairs round pliers	50	each.
2	pairs flat pliers	50	each.
12	pairs pliers, flat and round, 7 inches long	1 00	each.
1	dozen hilling hoes	10 50	per dozen.
2	dozen stone axes, from 7 to 9 pounds in weight	20 00	per dozen.
2	sets steel letters, for marking iron and brass	6 50	per set.
2	sets steel figures, for marking iron and brass	2 25	per set.
6	drilling ratchets, assorted, sample at yard	15 00	each.
3	Ohio grindstones, 4 feet diameter, 6 inches thick	18 00	each.
2	Ohio grindstones, $3\frac{1}{2}$ feet diameter, 4 inches thick	10 00	each.
2	sets coppersmiths' planishing hammers	10 00	per set.
2	pepperbox raising hammers	1 25	each.
2	pepperbox raising hammers, large	3 00	each.
1	set pean riveting hammers	3 00	per set.
1	set coppersmiths' heads	15 00	per set.
1	set coppersmiths' rivet sets	5 00	per set.
12	pairs dividers, steel, assorted sizes	1 25	each.
3	pairs calipers, steel, grasp from 3 to 12 inches	1 25	each.
3	iron squares	75	each.
1	set hand swedges	4 50	per set.
10	pounds copper rivets, No. 1	65	per pound.
20	pounds copper rivets, No. 2	65	per pound.
20	pounds copper rivets, No. 3	65	per pound.
20	pounds copper rivets, No. 4	65	per pound.
10	pounds copper rivets, belt	65	per pound.
4	blacksmiths' bellows, 48-inch	40 00	each.
12	blacksmiths' bellows, 34-inch	15 00	each.
4	blacksmiths' hand bellows, 14-inch	2 00	each.
12	ratchets, assorted sizes	10 00	each.
6	hydraulic screw punches	120 00	each.
24	wrought-iron anvils, weight 300 pounds each	55 00	each.
4	anvils, weight 300 pounds each	5 00	each.
1	indicator, for dry dock engine	85 00	each.
2	steam gauges, Ashcroft's	50 00	each.
18	oil cans, spring bottoms	30	each.
2	circular saw mandrels, with pulleys and boxes complete	15 00	each.
1	dozen hay forks	10 50	per dozen.
1	dozen spades, steel blades	15 00	per dozen.
10	dozen 1-inch buckles	50	per dozen.
10	dozen $1\frac{1}{4}$-inch buckles	50	per dozen.
4	dozen $1\frac{1}{2}$-inch buckles	75	per dozen.
2	dozen 2-inch buckles	75	per dozen.
1	set grain measures, from 1 quart to 1 bushel	3 50	per set.
2	sets eyelet punches and 2 boxes eylets	3 00	per set.
1	pair hand shears, 8-inch blade, for cutting paper	2 25	each.
2	dozen currycombs	2 75	per dozen.
2	dozen horse brushes	6 50	per dozen.
2	dozen cattle cards	1 25	per dozen.
2	scythes, with cradles	2 50	each.
6	extension bits	1 50	each.
2	dozen bench screws, wooden, complete	6 75	per dozen.
3	dozen hand screws, 16 inches	6 25	per dozen.
2	dozen hand screws, 12 inches	4 50	per dozen.
1	dozen hand screws, 8 inches	3 50	per dozen.

1 dozen hand screws, 14 inches	$7 00	per dozen.
2 dozen hand screws, 18 inches	8 50	per dozen.
4 door and sash clamps	2 50	each.
1 blockmaker's bench knife	2 50	each.
1 set turning tools	10 00	per set.
1 set turning gouges, for wood, assorted	8 00	per set.
1 set turning chisels, for wood, assorted	6 50	per set.
1 4-inch slice	4 00	each.
1 3-inch slice	3 00	each.
4 gross $\frac{5}{8}$-inch iron screws, No. 6	40	per gross.
4 gross $\frac{1}{2}$-inch iron screws, No. 4	35	per gross.
4 gross $\frac{1}{2}$-inch iron screws, No. 5	35	per gross.
2 gross $\frac{3}{8}$-inch iron screws, No. 2	35	per gross.
3 gross $\frac{3}{8}$-inch iron screws, No. 3	35	per gross.
3 gross $\frac{3}{8}$-inch iron screws, No. 4	35	per gross.
4 gross iron screws, assorted	60	per gross.
4 shears, for cutting copper, large size	27 50	each.
4 hand shears, for cutting copper	5 00	each.
1 pair of lever shears	15 00	each.
12 jack screws, equal to Ballard's	20 00	each.
2 dozen clamp screws, from 14 inches to 2 feet	165 00	per dozen.
6 bench vices	6 50	each.
8 bench vices, large	15 00	each.
2 hand vices	1 00	each.
1 carpenter's axe	1 75	each.
1 carpenter's adze	2 50	each.
6 hacksaws, with frames, Stubbs's, 14-inch	3 00	each.
12 hacksaws, Stubbs's, blade 14-inch	1 00	each.
6 small tooth cross-cut saws	1 75	each.
2 circular cut-off saws, 10 and 12 inches	4 00	each.
6 dozen saws for jig saws, 3 sizes, assorted	4 50	per dozen.
3 handsaws	1 75	each.
7 axes	1 75	each.
6 hatchets	1 25	each.
10 pounds copper belt rivets, with eyes, $\frac{3}{4}$-inch long	60	per pound.
10 pounds copper belt rivets, with eyes, $\frac{1}{2}$ and $\frac{3}{4}$-inch long	60	per pound.
$2\frac{1}{2}$ dozen scoop shovels, steel blades	18 00	per dozen.
1 dozen coal shovels, steel blades	18 00	per dozen.
2 dozen moulders' shovels, best quality	15 00	per dozen.
5 braces and bits, 20 to the set	7 50	each.
6 long bits, $\frac{3}{16}$-inch	50	each.
6 long bits, $\frac{1}{4}$-inch	50	each.
6 long bits, $\frac{5}{16}$-inch	50	each.
6 long bits, $\frac{3}{8}$-inch	50	each.
4 stave jointers, 6 feet long	2 75	each.
3 heading jointers, 5 feet long	2 75	each.
6 buck saws	1 00	each.
1 compass saw	50	each.
1 large tenon saw	1 25	each.
1 hogshead crose	4 00	each.
1 barrel crose	1 50	each.
1 keg crose	1 00	each.
6 bucket inshaves	1 25	each.
4 can inshaves	1 25	each.
2 pairs compasses, 24 inches long	3 50	each.
2 pairs compasses, 8 inches long	1 00	each.
6 smoothing planes	1 00	each.
1 block plane, hogshead	1 25	each.
1 block plane, barrel	1 25	each.
2 jack planes	1 25	each.
6 spokeshaves, assorted	75	each.
3 hollow drawing knives	1 75	each.
1 tap and bung borer	1 25	each.
10 sheets brass, 10 pounds to the sheet, (100 pounds)	50	per pound.
5 sheets brass, 15 pounds to the sheet, (75 pounds)	50	per pound.
5 sheets brass, 20 pounds to the sheet, (100 pounds)	50	per pound.

3 sheets brass, 25 pounds to the sheet, (75 pounds)	$0	50	per pound.
2 sheets brass, 30 pounds to the sheet, (60 pounds)		50	per pound.
½ dozen plumber's rasps	5	00	per dozen.
4 pairs plumber's hand shears	5	00	each.
4 pairs flat cutting pliers		75	each.
6 monkey wrenches, assorted	1	25	each.
1 dozen Coe's monkey wrenches, 6-inch	10	50	per dozen.
1 dozen Coe's monkey wrenches, 8-inch	11	50	per dozen.
3 dozen Coe's monkey wrenches, 10 inch	14	00	per dozen.
3 dozen Coe's monkey wrenches, 12-inch	16	50	per dozen.
2 dozen Coe's monkey wrenches, 16-inch	28	50	per dozen.
1 dozen Coe's monkey wrenches, 18-inch	36	00	per dozen.
1 dozen Coe's monkey wrenches, 22-inch	42	00	per dozen.
15 boxes X sheet tin, 14 by 20	19	00	per box.
200 feet 2-inch lead pipe	1	00	per foot.
200 feet 1½-inch lead pipe	1	00	per foot
200 feet 1-inch lead pipe		61	per foot.
200 feet ¾-inch lead pipe		46	per foot.
2 dozen brass bib-cocks, ¾-inch	35	00	per dozen.
1 dozen brass bib-cocks, ½-inch	25	00	per dozen.
11,820 pounds 4-pound sheet lead		14	per pound.
500 pounds sheet lead, ⅛ inch thick		14	per pound.
5,000 pounds sheet lead, assorted		14	per pound.
1 turning machine, for wire, small size	10	00	each.
1 creasing stake	5	50	each.
1 square stake	4	00	each.
1 needle-case stake	3	00	each.
1 beak-horn stake, large size	20	00	each.
1 tea-kettle stake, with heads	18	00	each.
3 hatchet stakes, 10 and 14-inch blades	4	00	each.
1 square pan swedge	7	00	each.
3 dozen 8-inch chain bolts	4	00	per dozen.
4 dozen 10-inch improved steel square bolts	3	00	per dozen.
2 dozen brass flush bolts	1	80	per dozen.
6 dozen brass hooks, from 1½ to 3½ inches long	2	25	per dozen.
2 wire gauges	3	50	each
26 steel squares, 2-feet	1	25	each.
1 beading machine, 3 pairs rollers	25	00	each.
15 pounds brazier's copper rivets, oval heads		62	per pound.
300 pounds muriatic acid		05	per pound.
200 pounds sulphuric acid		05	per pound.
400 pounds borax		35	per pound.
4 dozen screw wrenches, assorted	18	00	per dozen.
2 circular slitting saws, 14 and 16-inch	6	00	each.
4 dozen brass mortise locks, with furniture	25	00	per dozen.

One-third to be delivered in thirty days, one-third in sixty days, and one-third in ninety days from date of contract.

KNIGHT & JOHNSON. DATE OF CONTRACT, JULY 13, 1865.

Class No. 18, stationery.

23 reams foolscap paper	$6	50	per ream.
8¼ reams regulation paper, best quality, 13½ by 16½ inches, weighing 16 pounds to the ream, and made of linen stock; to be stop ruled, with 24 blue lines on first and third pages only, leaving one inch margin back and front, top and bottom	9	50	per ream.
8 reams letter paper	7	00	per ream.
2 reams letter paper, with printed heading	8	00	per ream.
8 reams commercial note paper	3	50	per ream.
1 ream foolscap paper, ruled with margin, 13½ by 16½	9	50	per ream.
2 reams open purchase bills, as per sample	18	00	per ream.
2 reams contract bills, as per sample	18	00	per ream.
1,500 official envelopes, (buff)	1	25	per hundred.
3,350 official envelopes, (white)	2	00	per hundred.
2,000 letter envelopes, (buff)		45	per hundred.

1,900	letter envelopes, (white)	$0 65	per hundred.
1¼	dozen inkstands, (Whitney's patent)	19 25	per dozen.
18	pieces Gault's erasive gum	37	each.
7½	gross Faber's black lead pencils, Nos. 2 and 3, (octagon)	12 00	per gross.
2	gross Faber's black lead pencils, Nos. 3 and 4, (octagon)	7 50	per gross.
1	dozen red and blue crayon pencils, (octagon)	2 00	per dozen.
6	pieces rubber, without emory	50	each.
1½	gross hexagon drawing pencils, Nos. 1, 2, 3, 4, and 5	19 00	per gross.
150	slate pencils	1 25	per hundred.
3	dozen silk taste, (red)	4 60	per dozen.
4½	dozen red tape	50	per dozen.
2	dozen quart bottles black ink, (Maynard & Noyes's)	7 20	per dozen.
11	bottles carmine ink, half pints, glass stoppers	1 50	each.
7	gross Gillott's steel pens, (303)	1 90	per gross.
5	gross Gillott's steel pens, (404)	1 40	per gross.
14	gross Washington medallion pens	1 15	per gross.
2	gross William Minefee's office pens	1 15	per gross.
6	bottles mucilage, with brushes, half-pint	75	each.
12	bottles mucilage, with brushes, one-pint	95	each.
7½	dozen gutta-percha penholders, best quality	4 50	per dozen.
14	dozen memorandum books, as per sample	1 50	per dozen.
13	dozen quartermen's time-books, ruled for 27 days	2 50	per dozen.
10	6-quire blank books	6 50	each.
4	4-quire blank books	5 50	each.
4	2-quire blank books	3 50	each.
10	8-quire blank books, leather-bound, and lettered on back as per sample	9 00	each.
1	8-quire time-book, ruled as per sample	10 00	each.
1	8-quire account book, ruled as per sample	10 00	each.
1	8-quire journal, leather-bound	10 00	each.
2	10 quire requisition books	7 50	each.
1	8-quire letter book	18 75	each.
1	6 quire ledger, best quality, leather-bound	15 00	each.
1	book for inspector of timber and lumber, ruled and printed as per sample	1 50	each.
8	master-workmen's time-books, as per sample	50	each.
1	8-quire log-book, as per sample	4 50	each.
8	master-workmen's account books, as per sample	50	each.
2	time-books, as per sample	15 00	each.
4	reams blank requisitions, for workmen, as per sample	20 00	per ream.
24	sheets blotting board	10	per sheet.
4	dozen India-rubber bands	80	per dozen.
10	Congress knives, best quality, 4 blades	3 00	each.
1	knife for cutting out envelopes	6 00	each.
1	ivory paper-cutter	1 00	each.
2	gutta-percha rulers, 24 inches long	1 75	each.
12	pieces emery, mixed, rubber	15	each.
3½	reams buff envelope paper	12 00	per ream.
2	American Almanacs	50	each.
1	portfolio, per sample	5 00	each.
1	portfolio, 28 by 40 inches	8 00	each.
175	goose quills	5 00	per hundred.
½	ream blank, distribution of labor	12 00	per ream.
1	copying brush	1 00	each.
1	letter file, foolscap size	1 50	each.
2	letter files, letter-sheet size	1 25	each.
500	blank morning reports	1 80	per hundred.
2	reams blank daily reports	8 00	per ream.
1	copy New York price current	50	each.
1	letter file, as per sample	1 25	each.
7	Farmers' Almanacs for 1866	50	each.
25	sheets Whatman's imperial drawing paper	03	per sheet.
6	tumblers	40	each.
¾	pound gum-arabic	1 88	per pound.
3	dozen drawing pins	40	per dozen.
4	erasers	75	each.

1 letter copying press, large size	$16 00	each
2 bottles copying ink, (Arnold's)	1 00	each.
1 Webster's Dictionary, latest edition	12 50	each.
½ dozen lead-pencils, with rubber ends	15	each.
1 Mann's parchment letter book	2 50	each.
1 dozen carpenters' lead-pencils, red and black	1 80	per dozen.

To be delivered as required.

JOHN S. STREETS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 20, hay and straw.

70 tons hay, (2,240 pounds to the ton)	$34 75	per ton.
1 ton common straw, for moulders' use, (2,240 pounds to the ton)	10 00	per ton.

To be delivered as required, with a notice of twelve days.

CHAMBERLIN & Co. DATE OF CONTRACT, JULY 13, 1865.

Class No. 21, provender.

600 bushels oats, (32 pounds to the bushel)	$0 79	per bushel.
600 bushels hominy	97½	per bushel.
500 bushels shipstuff	74	per bushel.
1 sack salt	2 50	each.

To be delivered as required.

KING & BURCHELL. DATE OF CONTRACT, JULY 13, 1865.

Class No. 22, charcoal.

3,100 bushels hard wood charcoal	$0 28	per bushel.
25 barrels pulverized charcoal	1 50	per barrel.
5 barrels pulverized sea coal	2 00	per barrel.

To be delivered as required.

HUNT, LYON & Co. DATE OF CONTRACT, JULY 13, 1865.

Class No. 23, belting, packing, and hose.

400 feet oak-tanned double leather belting, riveted, 12 inches wide	$2 50	per foot.
200 feet oak-tanned double leather belting, riveted, 8 inches wide	1 60	per foot.
400 feet oak-tanned double leather belting, riveted, 6 inches wide	1 15	per foot.
800 feet oak-tanned double leather belting, riveted, 5 inches wide	92	per foot.
800 feet oak-tanned double leather belting, riveted, 4 inches wide	74	per foot
600 feet oak-tanned double leather belting, riveted, 3½ inches wide	64	per foot.
600 feet oak-tanned double leather belting, riveted, 3 inches wide	55	per foot.
800 feet oak-tanned double leather belting, riveted, 2½ inches wide	45	per foot.
500 feet oak-tanned double leather belting, riveted, 2 inches wide	36	per foot.
30 sides lacing leather	2 25	per side.
200 feet 4-inch belting, sole leather	37	per foot.
500 pounds gum packing, from ⅛ to ¼ inch	90	per pound.
150 feet 2½-inch belting, sole leather	18	per foot.
2 gum rings, 55½ inches outside diameter, 48 inches inside diameter, 1¼ inch thick	15 00	each.

All the above to be of the best quality, and delivered as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 24, sperm and lubricating oils.

350 gallons lard oil, best	$1 65	per gallon.
700 gallons sperm oil, best	2 00	per gallon.

To be delivered in thirty days from date of contract.

DICKINSON & ELVANS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 26, augers.

4 dozen $\frac{4}{8}$-inch augers	$3 00	per dozen.
3 dozen $\frac{9}{16}$-inch augers	3 50	per dozen.
3 dozen $\frac{5}{8}$-inch augers	3 60	per dozen.
3 dozen $\frac{11}{16}$-inch augers	4 00	per dozen.
3 dozen $\frac{6}{8}$ inch augers	4 50	per dozen.
3 dozen $\frac{13}{16}$-inch augers	5 00	per dozen.
3 dozen $\frac{7}{8}$-inch augers	5 25	per dozen.
3 dozen $\frac{15}{16}$-inch augers	5 60	per dozen.
3 dozen $\frac{8}{8}$-inch augers	6 00	per dozen.
3 dozen $\frac{17}{16}$ inch augers	6 25	per dozen.
3 dozen $\frac{9}{8}$-inch augers	6 75	per dozen.
3 dozen $\frac{19}{16}$-inch augers	7 00	per dozen.
3 dozen $\frac{10}{8}$-inch augers	7 50	per dozen.
$\frac{1}{2}$ dozen $\frac{11}{8}$-inch augers	8 25	per dozen.
$\frac{1}{2}$ dozen $\frac{12}{8}$-inch augers	9 00	per dozen.
$\frac{1}{2}$ dozen $\frac{13}{8}$-inch augers	9 75	per dozen.
$\frac{1}{2}$ dozen $\frac{14}{8}$-inch augers	10 50	per dozen.
$\frac{1}{2}$ dozen $\frac{15}{8}$-inch augers	11 25	per dozen.
$\frac{1}{2}$ dozen $\frac{16}{8}$-inch augers	12 00	per dozen.
$\frac{1}{2}$ dozen 2-inch best cast-steel screw augers, for house joiners	20 00	per dozen.
$\frac{1}{2}$ dozen $1\frac{1}{2}$-inch best cast-steel screw augers, for house joiners	15 00	per dozen.
$\frac{1}{2}$ dozen $1\frac{1}{4}$-inch best cast-steel screw augers, for house joiners	12 00	per dozen.
$\frac{1}{2}$ dozen 1-inch best cast-steel screw augers, for house joiners	10 00	per dozen.
3 dozen plug bits, from $\frac{3}{4}$ to $1\frac{1}{4}$-inch	3 00	per dozen.
2 dozen Cook's bits, from $\frac{3}{4}$ to $1\frac{1}{4}$-inch	15 00	per dozen.

To be delivered as required.

TYLER & CO. DATE OF CONTRACT, JULY 13, 1865.

Class No. 27, anthracite coal.

300 tons (2,240 pounds per ton) anthracite coal, white ash, steamboat size, best quality	$8 23	per ton.

All the above coal to be of the best quality of its kind; to be delivered in thirty days after date of contract. The contractor is to discharge it into carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

A. R. BASS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 29, bituminous Cumberland coal.

1,000 tons (2,240 pounds per ton) best Cumberland coal for smiths' use	$8 45	per ton.

All the above coal to be of the best quality of its kind; to be delivered in sixty days after date of contract. The contractor is to discharge it into carts furnished by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

A. R. BASS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 30, semi-bituminous Broad Top coal, lump.

150 tons (2,240 pounds per ton) bituminous coal, Broad Top, for smiths' use	$9 25	per ton.

All the above coal to be of the best quality of its kind; to be delivered in thirty days after date of contract. The contractor is to place it in carts provided by the government, and the quantity delivered is to be paid for at the weights of the navy yard scales.

DICKINSON & ELVANS. DATE OF CONTRACT, JULY 13, 1865.

Class No. 31, copper and composition nails.

5 sheets braziers' copper, 20 pounds	$0 45	per pound.
10 sheets braziers' copper, 25 pounds	45	per pound.
10 sheets braziers' copper, 30 pounds	45	per pound.
10 sheets braziers' copper, 40 pounds	45	per pound.

10 sheets braziers' copper, 50 pounds	$0 45	per pound.
5 sheets braziers' copper, 60 pounds	45	per pound.
3 sheets braziers' copper, 70 pounds	45	per pound.
2 sheets braziers' copper, 80 pounds	45	per pound.
1 sheet braziers' copper, 90 pounds	45	per pound.
1,000 pounds pig copper	25	per pound.

To be delivered in ninety days after date of contract.

G. & C. PLACE. DATE OF CONTRACT, JULY 13, 1865.

Class No. 22, machinery and tools.

1 wood turning lathe to swing 10 inches, complete, counter shafts and face plates	$125 00	each.
1 wood turning lathe, 21 inches, complete	150 00	each.
1 jig-saw table and frame, complete, with pulleys	150 00	each.
1 screw-cutting lathe, shears 30 feet long, swing 72 inches, gearing complete	5,100 00	each.
1 screw-cutting lathe, shears 26 feet long, swing 48 inches, gearing complete	3,200 00	each.
1 screw-cutting lathe, shears 24 feet long, swing 36 inches, gearing complete	2,100 00	each.
1 screw-cutting lathe, shears 20 feet long, swing 36 inches, gearing complete, swivel head	2,100 00	each.
2 screw-cutting lathes, shears 18 feet long, swing 30 inches, gearing complete	1,350 00	each.
2 screw-cutting lathes, shears 16 feet long, swing 24 inches, gearing complete, swivel head	1,050 00	each.
2 screw-cutting lathes, shears 16 feet long, swing 24 inches, gearing complete	1,050 00	each.
2 screw-cutting lathes, shears 12 feet long, swing 24 inches, gearing complete	950 00	each.
3 screw-cutting lathes, shears 14 feet long, swing 24 inches, gearing complete	1,000 00	each.
2 screw-cutting lathes, shears 20 feet long, swing 24 inches, gearing complete	1,150 00	each.
2 screw-cutting lathes, shears 12 feet long, swing 24 inches, gearing complete, swivel head	1,000 00	each.
2 screw-cutting lathes, shears 12 feet long, swing 16 inches, gearing complete	675 00	each.
2 screw-cutting lathes, shears 6 feet long, swing 12 inches, gearing complete	325 00	each.
2 screw-cutting lathes, shears 4 feet long, swing 12 inches, gearing complete	275 00	each.
[Each lathe to have one adjustable chuck and steady rest.]		
1 compound plane, large size	1,500 00	each.
2 compound planes, medium size	775 00	each.
2 compound planes, small size	600 00	each.
1 planing machine, 60 inches between jaws, table 16 feet long, most improved plan	4,000 00	each.
2 planing machines, 36 inches between jaws, table 12 feet long, most improved plan	1,800 00	each.
4 planing machines, 24 inches between jaws, table 8 feet long, most improved plan	1,050 00	each.
[Each of the above tools to be on the most improved plan, and of the very best quality.]		
1 bolt-cutting machine, taps and dies complete, from $\frac{3}{8}$ to 2 inches	800 00	each.
1 drill press, large size	850 00	each.
1 drill press, medium	500 00	each.
25 wrought-iron bench vices, cast-steel jaws, width of jaws 7 inches, weight of vices from 160 to 175 pounds each	35 00	each.
50 wrought-iron bench vices, from 130 to 140 pounds each, width of jaws 6½ inches, cast-steel jaws	28 00	each.
50 wrought-iron bench vices, cast-steel jaws, width of jaws 6 inches, weight of vices from 120 to 130 pounds each	26 00	each.
[Each of the above vices to be of the very best quality.]		

To be delivered in six months after date of contract.

J. W. ROBBINS. DATE OF CONTRACT, JULY 13, 1865.

Class A, sashes glazed.

Sashes glazed for 21 windows, to fit openings 6 feet 8 inches high by 3 feet 9⅜ inches wide, glass 13½ by 18 inches, bevel meeting rails	$5 31	per window.
Sashes glazed for 26 windows, to fit openings 6 feet 8 inches high by 1 foot 6 inches wide, glass 13½ by 18 inches, bevel meeting rails	2 52	per window.
Sashes glazed for 21 windows, to fit openings 6 feet 8 inches high by 4 feet 1¾ inches wide, glass 15 by 18 inches, bevel meeting rails	5 62	per window.
Sashes glazed for 42 windows, to fit openings 6 feet 8 inches high by 1 foot 7½ inches wide, glass 15 by 18 inches, bevel meeting rails	2 89	per window.
Sashes glazed for 40 windows, to fit openings 5 feet 5 inches high by 3 feet 8½ inches wide	4 85	per window.
Sashes glazed for 34 windows, to fit openings 6 feet 1 inch high by 4 feet 1 inch wide	5 83	per window.
Sashes glazed for 18 windows, to fit openings 10 feet 7½ inches high by 3 feet 9½ inches wide, glass 10 by 12 inches	10 15	per window.
Sashes glazed for 36 windows, to fit openings 10 feet 7½ inches high by 1 foot 2¾ inches wide, glass 10 by 12 inches	3 00	per window.
Sashes glazed for 30 windows, to fit openings 6 feet 7½ inches high by 3 feet 9½ inches wide, glass 10 by 12 inches	6 35	per window.
Sashes for 60 windows, to fit openings 6 feet high by 1 foot 2¾ inches wide, glass 10 by 12 inches	2 55	per window

To be delivered in ninety days from date of contract.

Schedule of materials required at the United States navy yard, Pensacola, Florida, for the year ending June 30, 1866.

RICHARD DUNBAR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 1, bricks.

1,000 fire-brick, best quality	$190 00	per M.

To be delivered as required.

RICHARD DUNBAR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 5, oak and hard wood.

500 feet 1-inch mahogany boards	$500 00	per M.
500 feet 1½-inch black walnut boards	150 00	per M.

The above to be of the best quality, without knots or splits; to be batoned at the ends. To be delivered before January 1, 1866, as required.

RICHARD DUNBAR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 6, white pine, juniper, spruce, and cypress.

2,000 feet hemlock plank, 1½-inch	$35 00	per M.
1,000 feet hemlock boards, 1-inch	35 00	per M.
1,000 feet hemlock plank, 2-inch	35 00	per M.
1,000 feet hemlock plank, 3-inch	35 00	per M.
10,500 feet clear white pine boards, 1-inch	80 00	per M.
2,000 feet clear white pine plank, 1½-inch	80 00	per M.
2,500 feet clear white pine plank, 2-inch	80 00	per M.
1,000 feet clear white pine plank, 3-inch	80 00	per M.
7,500 laths, white pine, No. 1	6 00	per M.

To be delivered before January 1, 1866, as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 7, lime, hair, and plaster.

70 barrels lime, equal to best Thomaston, (barrels tight and well hooped)	$5 00	per barrel.
200 pounds hair	10	per pound.

To be delivered before January 1, 1866, as required.

WILLIAM CHAPMAN. DATE OF CONTRACT, JULY 13, 1865.

Class No. 10, slate.

13,000 slates, to be of best quality, not less than 19 inches long and 11 inches wide, and $\frac{1}{4}$ inch thick, of uniform color	$71 50	per M.

To be delivered before January 1, 1866, as required.

C. & J. COOPER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 11. iron, iron spikes, and nails.

1,000 pounds 4*d* iron cut nails	$0 07	per pound.
200 pounds 6*d* iron cut nails	07	per pound.
700 pounds 8*d* iron cut nails	07	per pound.
800 pounds 10*d* iron cut nails	07	per pound.
1,900 pounds 12*d* iron cut nails	07	per pound.
1,300 pounds 40*d* iron cut nails	07	per pound.
120 pounds iron finishing nails, assorted, from $\frac{3}{8}$ inch to 2 inches	20	per pound.
6,000 pounds 6-inch iron cut spikes	07$\frac{1}{2}$	per pound.
3,676 pounds $\frac{3}{4}$-inch round iron	05$\frac{1}{2}$	per pound.

To be delivered before January 1, 1866, as required.

JAMES R. THOMPSON. DATE OF CONTRACT, JULY 13, 1865.

Class No. 12, steel.

400 pounds flat steel, $\frac{5}{8}$-inch by 1$\frac{1}{2}$-inch	$0 20	per pound.
250 pounds square steel, 2-inch	20	per pound.
200 pounds square steel, 1$\frac{1}{2}$-inch	20	per pound.
500 pounds square steel, 1$\frac{3}{4}$-inch	20	per pound.

To be delivered before January 1, 1866, as required.

C. & J. Cooper. DATE OF CONTRACT, JULY 13, 1865.

Class No. 14, files.

1 gross 18-inch flat bastard files	$187 20	per gross.
2 gross 16-inch flat bastard files	134 64	per gross.
2 gross 14-inch flat bastard files	96 60	per gross.
2 gross 12-inch flat bastard files	69 36	per gross.
$\frac{1}{2}$ gross 10-inch flat bastard files	49 44	per gross.
$\frac{1}{2}$ gross 6-inch flat bastard files	24 00	per gross.
$\frac{1}{2}$ gross 16-inch flat smooth files	184 80	per gross.
1 gross 14-inch flat smooth files	130 00	per gross.
1 gross 12-inch flat smooth files	88 20	per gross.
$\frac{1}{2}$ gross 10-inch flat smooth files	57 72	per gross.
$\frac{1}{4}$ gross 8-inch flat smooth files	42 24	per gross.
$\frac{1}{4}$ gross 6-inch flat smooth files	29 08	per gross.
1 gross 18-inch half-round bastard files	202 80	per gross.
1 gross 16-inch half-round bastard files	148 20	per gross.
$\frac{1}{2}$ gross 14-inch half-round bastard files	101 40	per gross
1 gross 12-inch half-round bastard files	72 24	per gross.
1 gross 10-inch half-round bastard files	48 84	per gross.
1 gross 8-inch half-round bastard files	36 00	per gross.
$\frac{1}{4}$ gross 6-inch half-round bastard files	24 00	per gross.
$\frac{1}{2}$ gross 16-inch second-cut flat files	156 00	per gross.
$\frac{1}{2}$ gross 14 inch second-cut flat files	109 20	per gross.
$\frac{1}{2}$ gross 12-inch second-cut flat files	78 00	per gross.
$\frac{1}{2}$ gross 14-inch half-round smooth files	132 60	per gross.

½ gross 12-inch half-round smooth files	$96 00	per gross.
¼ gross 10-inch half-round smooth files	62 40	per gross.
¼ gross 8-inch half-round smooth files	48 00	per gross.
¼ gross 6-inch half-round smooth files	32 00	per gross.
⅙ gross 3-inch three-square taper files	13 20	per gross.

To be delivered before January 1, 1866, as required.

HENRY W. SCOTT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 15, paints, oils, and glass.

37 gallons linseed oil	$1 20	per gallon.
40 gallons shellac varnish	4 00	per gallon.
10 gallons 95 per cent. alcohol	4 35	per gallon.
425 pounds white lead	14½	per pound.
105 pounds putty	06½	per pound.
50 pounds dry whiting	02¾	per pound.
200 feet glass, 21 by 28 inches	29 00	per 100 feet.
100 feet glass, 26 by 28 inches	34 00	per 100 feet.
100 feet glass, 17 by 23 inches	23 50	per 100 feet.
100 feet glass, 17 by 25 inches	23 00	per 100 feet.

To be delivered before January 1, 1866, as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 16, ship-chandlery.

2,000 pounds cotton waste	$0 22	per pound.
100 pounds white chalk	06	per pound.
24 water buckets	40	each.
3 barrels tallow, (780 pounds)	17	per pound.
35 dozen sledge handles, hickory	3 00	per dozen.
24 dozen hammer handles, hickory	1 50	per dozen.
12 dusting brushes	38	each.
6 hard brushes	50	each.
100 pounds best white glue	21	per pound.
25 pounds beeswax	65	per pound.
2 brass wire sieves, No. 20	3 00	each.
2 brass wire sieves, No. 16	3 00	each.
2 brass wire sieves, No. 14	3 00	each.
2 brass wire sieves, No. 12	3 00	each.
2 brass wire sieves, No. 10	3 00	each.
2 brass wire sieves, No. 8	3 00	each.
2 iron wire sieves, No. 6	2 00	each.
2 iron wire sieves, No. 4	2 00	each.
2 iron wire sieves, No. 2	2 00	each.
6 varnish brushes	52	each.
6 glue brushes	30	each.
336 pounds muriatic acid	12	per pound.
450 pounds sulphuric acid	11	per pound.
200 pounds borax	45	per pound.
1,000 pounds spelter solder	32	per pound.
50 pounds sal ammoniac	20	per pound.
2 spirit levels, 2 feet long	4 00	each.
4 hand bellows	2 50	each.
12 sides lacing leather	3 50	per side.
6 barrels rosin	25 00	per barrel.
6 barrels condemned flour, for foundry use	9 00	per barrel.

To be delivered before January 1, 1866, as required.

WILLIAM E. SPALDING DATE OF CONTRACT, JULY 13, 1865.

Class No. 17, hardware.

6 scoop shovels, Ames's manufacture	$2 00	each.
24 plain shovels, Ames's manufacture	1 50	each.
72 door locks and knobs	1 50	each.
17 wardrobe locks	50	each.
48 drawer locks	50	each.

66 pairs 4-inch iron butts	$0	30	per pair.
13 pairs 2-inch iron butts		20	per pair.
7 gross 1½-inch gimlet-point iron screws		80	per gross.
3 gross 1-inch gimlet-point iron screws		60	per gross.
6 screw wrenches, 21-inch	4	50	each.
3 screw wrenches, 20-inch	3	00	each.
3 screw wrenches, 16-inch	2	00	each.
24 screw wrenches, 15-inch	1	50	each.
36 screw wrenches, 12-inch	1	50	each.
24 screw wrenches, 10-inch	1	25	each.
12 screw wrenches, 8-inch	1	00	each.
6 screw wrenches, 6-inch	1	00	each.
6 clamp screws, square thread, brass boxes, to span from 14 to 20 inches	20	00	each.
12 bench screws, wood	1	25	each.
6 coffee mill jack-screws, medium size	10	00	each.
6 cross-cut saws, from 4 feet 6 inches to 6 feet long	6	00	each.
1 scroll saw, without a gate, Fay's patent	90	00	each.
1 pair belt punches, assorted sizes	5	00	per pair.
3 grindstones, 4 feet diameter, 6 inches thick	20	00	each.
12 planishing hammers, assorted sizes	2	00	each.
12 bright heads	2	00	each.
6 bumping hammers	2	00	each.
2 pairs 15-inch hand shears	3	50	per pair.
3 pairs stock shears, 2 feet, 3½ feet, and 4 feet	12	00	per pair.
1 grooving machine	9	00	each.
1 large size burring machine	12	00	each.
1 wiring machine	15	00	each.
1 turning machine, (wire)	15	00	each.
1 roller swedge, with two sets	20	00	each.
1 set tinners' rollers, large size	20	00	per set.
1 pairing-down machine	20	00	each.
1 pair crooked-end snips	6	00	each.
1 moulding machine	20	00	each.
1 beading machine	20	00	each.
3 pairs 15-inch hand bellows	4	00	each.

To be delivered before January 1, 1866, as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 18, stationery.

4 reams official paper	$12	00	per ream.
13 reams foolscap paper, Congress Mills	10	00	per ream.
5 reams letter paper, wide ruled, Congress Mills	9	00	per ream.
3½ reams note paper, best quality, heavy	7	50	per ream.
½ ream envelope paper	15	00	per ream.
125 sheets heavy white blotting paper		15	per sheet.
24 sheets pasteboard		30	per sheet.
2,500 envelopes, official, 9½-inch	20	00	per M.
1,000 envelopes, official, 9-inch	17	50	per M.
2,500 envelopes, letter	10	00	per M.
12 gross steel pens, Gillott's, No. 404	3	50	per gross.
1 gross steel pens, Gillott's, No. 303	3	00	per gross.
2 gross steel pens, Gillott's Eagle, No. 206	10	00	per gross
1 gross steel pens, Gillott's Lithographic, No. 262	10	00	per gross.
4 gross steel pens, Bainbridge & Co.'s, New York	3	50	per gross.
2 gold pens, No. 6, gutta-percha holders	10	00	each.
2 gross Faber's lead pencils, Nos. 1, 2, 3, and 4, best	12	00	per gross.
1½ dozen Faber's lead pencils, red and blue	3	00	per dozen.
½ gross penholders, Blanzy, Poure & Co.'s	9	00	per gross.
18 bottles Arnold's writing fluid, quarts	2	00	each.
15 bottles carmine ink, Perrin Guyot's		75	each.
2 bottles Arnold's copying ink	2	50	each.
48 bottles mucilage		75	each.
2 automatic inkstands	3	50	each.

4 barometer inkstands	$3 50	each.
2 glass inkstands	2 50	each.
3 blank books, 3 quires each	3 00	each.
24 blank books, 2 quires each	2 00	each.
4 dozen memorandum books, octavo, ruled for dollars and cents	12 00	per dozen.
3 dozen memorandum books, octavo, plain	10 00	per dozen.
2 copying letter books, Mann's parchment, 500 pages	10 00	each.
12 sheets oiled paper, for parchment	50	per sheet.
12 blank file letter books, 15 by 9 inches, 250 pages each	5 00	each.
1 dozen reference files	10 00	per dozen.
3 penknives, Rodgers's best, 4-bladed	5 00	each.
9 steele ink erasers, Rodgers's largest size, ivory handles	1 00	each.
1 pair paper shears, large, best quality	5 00	each.
3 dozen pieces Green's ink erasers	3 00	per dozen.
4½ dozen pieces white India-rubber	2 50	per dozen.
9 dozen elastic letter bands	1 00	per dozen.
1 ivory paper cutter	3 00	each.
2 steel paper cutters	1 00	each.
18 paper weights	1 00	each.
12½ dozen pieces red tape	1 00	per dozen.
24 pieces silk taste, assorted colors	50	each.
12 letter clips, patent spring	1 00	each.
1 ruler, gutta-percha	1 25	each.
1 pound sealingwax, red.	3 50	per pound.
1 log slate, hardware frame	2 50	each.
1 porcelain slate, large size	3 00	each.
2 sets date cards and racks	1 00	each.
50 quills	5 00	per 100.
1 American Almanac, 1866	1 00	each.
2 log-books, as per pattern northern yards	20 00	each.
1 ream blank passes, as per pattern, for executive officer	20 00	per ream.
1 ream blank passes, as per pattern, for clerk of yard	20 00	per ream.
1 ream blank requisitions, as per pattern	20 00	per ream.
1 ream blank requisitions, as per pattern, for mechanics	20 00	per ream.
½ ream blank morning reports, as per pattern, carpenters' department	25 00	per ream.
200 sheets blank pay-roll, new form, for clerk of yard	15	per sheet.
50 sheets blanks, for summary of pay-rolls, for clerk of yard	15	per sheet.
20 muster-books, 1 quire each, as per pattern, for clerk of yard	1 50	each.
6 4-quire time books, as per pattern	15 00	each.
1 lever embossing press, to print, as per pattern, for commandant's office	20 00	each.
1 office stamp, engraved, as per pattern	10 00	each.
1 eyelet machine, patent	10 00	each.
2 boxes eyelets	1 00	per box.
1 small set drawing instruments, Alteneder's, Nos. 4, 5, 6, 13, 15, 16, 17, 23, 26, 27, and 28	50 00	per set.
50 sheets drawing paper, double elephant	1 25	per sheet.
30 yards tracing cloth, 30 inches wide	1 50	per yard.
1 dozen drawing pins	2 00	per dozen.
1 dozen sable hair brushes, assorted	5 00	per dozen.
1 set drawing curves	5 00	per set.
6 horn centres	1 00	each.
6 pieces mouth glue	50	each.
1 nest 4-inch color saucers, ground, together	3 00	per set.
1 metallic tape-line, 50 feet	10 00	each.
2 cakes indigo	50	each.
2 cakes vermillion	2 00	each.
2 cakes carmine	2 00	each.
2 cakes yellow	1 50	each.
2 cakes India-ink	1 00	each.
1 willow waste-paper basket	1 50	each.

To be delivered before January 1, 1866, as required.

HENRY W. SCOTT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 20, hay and straw.

30 tons (2,240 pounds per ton) best timothy and clover hay	$37 50	per ton.
16 tons (2,240 pounds per ton) oat straw	30 00	per ton.

To be delivered as required.

HENRY W. SCOTT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 21, provender.

700 bushels oats (32 pounds per bushel)	$0 95	per bushel.
400 bushels corn	1 25	per bushel.
23,000 pounds corn meal	3 50	per 100 lbs.

To be delivered as required.

WILLIAM A. WHEELER. DATE OF CONTRACT, JULY 13, 1865.

Class No. 22, charcoal.

50 barrels sea-coal facing	$10 00	per barrel.
24 barrels charcoal facing	10 00	per barrel.

To be delivered before January 1, 1866, as required.

WILLIAM E. SPALDING. DATE OF CONTRACT, JULY 13, 1865.

Class No. 23, belting, packing, and hose.

50 pounds sheet rubber, $\frac{1}{16}$-inch	$1 25	per pound.
50 pounds sheet rubber, $\frac{1}{8}$-inch	1 25	per pound.
80 pounds cotton packing	75	per pound.
80 pounds hemp packing	30	per pound.
200 feet leather belting, $2\frac{1}{2}$ inches wide	25	per foot.
300 feet leather belting, 3 inches wide	31	per foot.
150 feet leather belting $4\frac{1}{2}$ inches wide	47	per foot.
50 feet leather belting, 9 inches wide	99	per foot.
150 feet leather belting, 10 inches wide	1 11	per foot.

To be delivered before January 1, 1866, as required.

HENRY W. SCOTT. DATE OF CONTRACT, JULY 13, 1865.

Class No. 24, sperm and lubricating oils.

125 gallons lard oil, best winter-strained	$1 80	per gallon.

To be delivered before January 1, 1866, as required.

J. M. WARDWELL. DATE OF CONTRACT, JULY 13, 1865.

Class No. 26, augers.

2 dozen $\frac{9}{16}$-inch augers	$8 50	per dozen.
1 dozen $\frac{8}{16}$-inch augers	7 00	per dozen.
1 dozen $\frac{11}{16}$-inch augers	10 00	per dozen.
1 dozen $\frac{10}{16}$-inch augers	8 50	per dozen.
1 dozen $\frac{13}{16}$-inch augers	11 50	per dozen.
1 dozen $\frac{12}{16}$-inch augers	10 00	per dozen.
2 dozen $\frac{15}{16}$-inch augers	13 00	per dozen.
1 dozen $\frac{14}{16}$ inch augers	11 50	per dozen.
2 dozen $\frac{17}{16}$ inch augers	14 50	per dozen.
1 dozen $\frac{16}{16}$-inch augers	13 00	per dozen.
1 dozen $\frac{21}{16}$-inch augers	17 50	per dozen.
1 dozen $\frac{6}{8}$-inch screw augers	8 64	per dozen.
1 dozen $\frac{8}{8}$-inch screw augers	11 52	per dozen.
1 dozen $\frac{10}{8}$-inch screw augers	14 00	per dozen.
1 dozen $\frac{12}{8}$-inch screw augers	16 08	per dozen.
1 dozen $\frac{16}{8}$-inch screw augers	23 04	per dozen.
1 dozen $\frac{20}{8}$ inch screw augers	28 80	per dozen.

To be delivered before January 1, 1866, as required.

NO CONTRACT MADE.

Class No. 29, bituminous Cumberland coal.

350 tons bituminous Cumberland coal (2,240 pounds per ton).. $ per ton.

All the above coal to be of the best quality of its kind; and all to be delivered on or before the 1st January, 1866. The contractor is to discharge it into carts furnished by the government, and the quantity delivered is to be paid for at the weights of the navy yard sales.

RICHARD DUNBAR. DATE OF CONTRACT, JULY 13, 1865.

Class No. 32, machinery and tools.

3 hydraulic hand punches, for boilermakers' use ..... $195 00 each.

To be delivered before January 1, 1866, as required.

No. 3.

REPORT OF THE CHIEF OF THE BUREAU OF NAVIGATION.

Annual report and estimates for the fiscal year ending June 30, 1867.

BUREAU OF NAVIGATION, NAVY DEPARTMENT,
Washington, October 28, 1865.

SIR: I have the honor respectfully to submit the annual report from this bureau, to which will be found appended the annual report of the superintendents of the Naval Observatory and the Nautical Almanac; also the estimates of the bureau proper, and those of the Naval Academy, Naval Observatory, and Nautical Almanac, for the fiscal year ending June 30, 1867.

BUREAU OF NAVIGATION.

At the date of the last annual report from this bureau Rear-Admiral Charles Henry Davis was chief. That officer, having been assigned to the superintendency of the Naval Observatory upon the sudden death of Captain James M. Gilliss, (whose official life had been prominently connected with that institution,) was succeeded in the Bureau of Navigation by the late lamented Captain Percival Drayton. The duties of the Bureau of Navigation have, therefore, been mainly performed, during the past year, under the direction of the former of the two chiefs, up to about the close of the rebellion, while Captain Drayton, my immediate predecessor, was only spared to the service and country to commence the important duty of carrying out the order of the department of the 6th of May, for a general, and as rapid as possible, reduction of expenses in the branch of the service confided to this bureau.

Prior to the cessation of hostilities with the rebels the duties of the bureau differed in no material respect from those of the previous years of the war. The constantly increasing naval force, and the wear and tear of war, made it necessary to provide large supplies of nautical instruments and navigation stores of all kinds for distribution. The dawn of peace brought with it your order for retrenchment, cessation of purchases, and for husbanding all materials adapted to the future wants of a more limited naval establishment.

Although the damage to vessels, frequently in conflict with forts and batteries and land forces of the enemy, was very great, it is believed that many of the articles turned into store, under the care and charge of the Bureau of Navigation, may, with judicious management, be made to supply the place of new ones, and that much of the material now on hand may be reissued to cruising vessels. In some of the branches, however, the articles were, from circumstances beyond control, of inferior quality, having been selected mainly for coasting and inland

navigation, rendering them, for the most part, unfit for reissue; while in the department of foreign charts and the more expensive instruments, such as chronometers, &c., but few, comparatively, were required or purchased during the continuance of the rebellion.

The nautical instruments, flags, books, and all other articles of navigation supplies, except charts, sailing-directions, and the finer instruments requiring repair, (which are sent to the Observatory,) are stored at the five principal naval stations, in charge of officers, by whom they are distributed upon requisitions, corrected and approved at the bureau, to the vessels as they are put in commission.

The experience of the war proved, if proof were necessary, the great importance of being independent of foreign manufactories for naval supplies. The article of bunting, apparently an insignificant item, in the large expenditures of a four years' war, became one of considerable consequence, both on account of the difficulty of procuring it seasonably, and in suitable quantities and qualities, and of the exorbitant prices demanded for it abroad.

Happily the efforts (to which reference was made in the report from the bureau in 1864) to induce American manufacturers to undertake the fabrication of this necessary article, have resulted so far beneficially as to lead to the reasonable hope that ultimately these attempts will be crowned with complete success. Specimens and samples of American bunting have been presented, which lead to the conclusion that, at no distant day, it will be manufactured in this country of a quality and at a price that cannot be rivalled by the European establishments.

The system heretofore adopted and reported, of confining the purchases of the bureau, as far as possible, to articles of American growth and manufacture, will be sedulously adhered to.

Considerable attention has hitherto been given by the bureau to the compass department of the service. The large number of vessels, constructed wholly of iron, and the daily increasing introduction of large quantities of that metal in the construction of vessels-of-war, render it imperative that every possible appliance which science, experience, and the mechanic arts afford, be employed to lessen the risks of shipwreck arising from defective compasses and ignorance of the causes of local deviation of the magnetic needle on board of our ships.

It is of the greatest importance that all commanding, navigating, and other line-officers should give more attention than formerly to the practical means employed for determining the local deviation, and to applying the corrections to the compasses on board the ships to which they are attached. Ships should not only be swung, as at present required by the regulations of the department, in the first fitting, before going to sea, but no opportunity should be omitted for re-examining and correcting local deviations in every port they visit, and after every material change of latitude or longitude at sea.

These provisions relate to the practical rules and methods in use determining the actual deviation of the compass, and applying it in the ordinary processes of navigation. The more simple these rules the better. Nothing is gained by multiplying forms, or elaborating discussions that make no essential addition to our knowledge, and lead to no valuable result. But it is desirable to push our inquiries beyond these fluctuations in the local attraction, which are due to accidental causes, and to devote our attention to those changes, more obscure perhaps, which gradually bring about that state of the local deviation which is normal in every iron vessel, and also those changes dependent on geographical situation.

With these objects in view, a skilful observer has been placed on board of the Monadnock on her voyage to San Francisco to measure the vertical and horizontal deviations under all the variety of circumstances and changes through which she will pass in both hemispheres.

HYDROGRAPHY.

A chart of the Ochotsk sea, which includes the mouth of the Amoor river, has been in progress for some time, but it is found that it cannot be published until some additional data in respect to certain points in that quarter are obtained by actual observation. The danger chart of the Pacific ocean, which originated with Commander (now Commodore) John Rodgers, while in command of the North Pacific surveying expedition, has had many additions and corrections made to it, and it is believed that the correction of the plate and printing of a new edition may be effected very soon.

In connexion with the subject of the "danger chart" of the Pacific ocean, I would respectfully but earnestly invite the attention of the department to the wide field for nautical discovery and usefulness in that ocean. A glance at that chart (which was compiled from all the most reliable data existing in the hydrographic offices of every maritime nation) will show the great importance to all commerce, and especially our own, of either establishing beyond doubt or cavil the correct positions of the numerous dangers to navigation laid down on the charts used by seafaring men (of which this is a compilation) when they are actually found, or, after having been diligently searched for and not found, and all doubt removed in regard to them, of erasing them, once for all, from the charts.

The simple fact that the position of a supposed danger in the track of a vessel is not accurately laid down not only embarrasses the navigator and delays him in his passage, but may prevent him from using his knowledge or experience in avoiding approaching cyclones and hurricanes, thus leaving his vessel in great danger of being wrecked while endeavoring to avoid a danger that may not exist.

European nations have contributed largely to nautical knowledge in distant seas, while we have mainly confined our surveys to our own coasts and harbors.

The interests of our people on the Pacific coast, those of our projected lines of steamers to China, Japan, &c., and of our large whaling fleet, would seem to demand some attention at this time from the government in this respect. The advantages which steam affords in making these proposed explorations and surveys over former attempts, added to the increased facilities arising from the possession of the Pacific sea-coast, would greatly lessen the force necessary to be employed, and the time required to perform the service.

A gnomonic projection of a chart of the North Atlantic ocean has been in preparation for some time, for the purpose of practically testing the supposed advantages of this mode of projection in the construction of charts, which should offer greater facilities for laying down courses and distances in great circle sailing or steaming. The problem seems to have been satisfactorily solved theoretically; and, although seamen are not generally the first to perceive and seize advantages, it is deemed, nevertheless, just to the navigating interests that they should not be deprived of any benefits which nautical science may afford.

HYDROGRAPHIC OFFICE.

Some efforts have been made heretofore to establish a hydrographic office in the Navy Department, similar in principle to the hydrographic office of the British Admiralty, the hydrographic office of the Russian government, and the depot of charts and plans in France.

The subject was brought before Congress in 1863 by petition of the "American Shipmasters' Association." A report was made by the Senate committee, and a bill reported and passed that body June 24, 1864. (Senate Rep. Com. No. 85, 1st session 38th Congress.)

That the Navy Department should have it in its power to give to the ships of the navy and of commerce of the United States, in a reliable and authentic form, the results of the explorations, surveys, and all other nautical information

obtained from the officers commanding our squadrons and ships in foreign waters, would seem hardly to admit of a doubt; but in the absence of any general authority of law, all the information thus obtained, except in a few special cases, for which special appropriations have been made, has proved of very little benefit to either our own navy and commerce, or that of other nations.

In the absence of such an office and authority, the department is debarred the official correction by publication of any error that may be discovered in charts by our vessels-of-war, and the consequence is, that all such information, if used at all, must be confided to hands for promulgation in such manner and at such time as may suit the interest of the private publishers, to whom it may be given, and who are not always the most skilful in the art of chart-making.

The hydrographical department of the British Admiralty has been administered with so much ability and energy, that the charts, instructions, sailing-directions, &c., issued from that office, have nearly superseded all others; and it is believed that, notwithstanding the comparatively low price at which the charts, &c., are sold in London, the actual outlay from year to year is comparatively small.

It is not proposed that we should commence as rivals of either the British Admiralty hydrographic office, or the French depot of charts in Paris, but that authority be given by Congress to establish an office, attached to the Bureau of Navigation of the Navy Department, with a small appropriation, to enable the department to order the publication, from time to time, of such charts, sailing-directions, &c., as may become necessary, and for which sufficient reliable data may be available, and that such charts and other publications be sold to navigators at prices that will cover the expenses of paper and press-work, leaving the expense of preparation only to the government, for which the benefits to the navy and commerce of the country will be more than an equivalent.

PUBLICATIONS.

Of the work referred to in the last annual report of this bureau, of "Special Instructions in the Sciences of Observation," for the use of officers of the navy it may be remarked, that several of the articles prepared for it have been communicated in manuscript, and others are in course of preparation.

New editions of the Signal Code and Telegraphic Dictionary of the United States navy have been completed, and copies have been distributed to vessels at sea.

NAVAL ACADEMY.

In conformity to the act of Congress, approved May 21, 1864, providing for the return of the Naval Academy to the State of Maryland, the academy buildings and grounds at Annapolis were vacated by the War Department in the month of May last, when immediate steps were taken to provide for their restoration and refitment, in order to adapt them for the reception of officers and pupils. The academy was re-established at Annapolis in the early part of September, and the opening session of the current year commenced at the regular period of time.

This institution, which has been a source of solicitude and pride to the naval service since its organization, has recommenced its work at Annapolis under auspices more than ordinarily favorable. An adequate number of instructors, fresh from the great experimental school of war, are now attached to that institution as professors and assistant professors, under the superintendence of Rear-Admiral David D. Porter.

It may be reasonably expected that a judicious system of combined theoretical and practical instruction, under the rules and regulations approved by the de-

partment, will not be departed from, and that the discipline which is indispensable to the formation of reliable, efficient, and accomplished navy officers will never be relaxed to the detriment of the academy or service.

An adequate number of naval engineers of different grades has been ordered to the academy to instruct the midshipmen in steam and its application.

A correct knowledge of the steam-engine, its several parts and accessories, the management of the steam-engine on board ship, and of the general principles upon which steam is applied to machinery as a motive power, having become a highly essential if not an indispensable part of the education of naval officers at the present day, great benefits to the service may be reasonably anticipated from the wise provision made by the department for instructing the midshipmen at the academy in that branch of naval studies.

NAVAL OBSERVATORY.

I respectfully refer to the report of the superintendent for a detailed statement of the service of that institution during the last year, and for his views in regard to it.

AMERICAN EPHEMERIS AND NAUTICAL ALMANAC.

The report of Professor Winlock, hereto appended, gives a detailed account of that work and its accessories.

It will be observed that the work is in a satisfactory state of progress as compared with previous years.

It is very gratifying to be able to report the increased demand for this valuable national work, and it is not doubted that its intrinsic value to the scientific reputation of the country, to astronomy throughout the world, and to the naval and commercial marine of the country, will at no distant day be fully realized.

It is well understood that in this office, in the Observatory, in the Geodetic Surveys, and in all similar institutions, the labor of computation is very great. It has been, and will continue to be, one of the aims of this bureau to relieve and lessen this labor by furnishing to all gentlemen employed in large calculations, whether astronomical or statistical, in the service of the government, the the most accessible and best arranged tables.

Experience teaches us our deficiencies in this respect. Profiting by its instructions, I am now engaged in having prepared tables of a more convenient form than those in use, designed to afford computers of great problems the most suitable instruments for their work.

NAVAL APPRENTICES.

The enlistment of naval apprentice boys of not less than 14 or over 18 years, to serve until they are 21 years of age, unless sooner discharged, as authorized by act of Congress, approved March 2, 1837, having been resumed by order of the department only very recently, there has not as yet been sufficient time to determine with what favor parents and guardians will regard the advantages thus offered to them. It is believed, however, that it is only necessary for the system to become generally known to insure the enlistment of as large a number of promising boys as may be required to provide, a few years hence, full complements of a superior class of leading men for the vessels of the navy.

The rules and regulations prescribed by the department for the instruction, drill, exercises, management and care of the apprentices, judiciously and zealously carried out, cannot fail to develop, for future usefulness, the mental and physical faculties of the apprentices, which, in all likelihood, would otherwise in many cases be lost, both to the boys themselves and to the country.

While the navy will be greatly benefited by the introduction into the service

of a number of young men instructed and disciplined under the system prescribed by the department, those who prove themselves worthy, reliable, and capable will not be debarred the rewards due to merit.

Respectfully submitted.

THORTON A. JENKINS,
Chief of Bureau.

NAVIGATION—A.

The appendix to the report of the chief of the Bureau of Navigation, dated October, 1865, comprises the following papers:

Navigation, B.—Estimate for the support of the bureau.

FOR THE NAVAL SERVICE.

Navigation, No. 1.—Estimate for navigation and navigation supplies.

Navigation, No. 2.—Estimate for contingent navigation.

Navigation, No. 3.—Report of Superintendent of Naval Academy and estimate for its support.

Navigation, No. 4.—Report of Superintendent of Naval Observatory and estimate for its support.

Navigation, No. 5.—Report of Superintendent of Nautical Almanac Office and estimate for its support.

Navigation, No. 6.—Estimate for the pay of commissioned and warrant officers of the navy.

Navigation, No. 7.—General estimate from the Bureau of Navigation.

Navigation, No. 8.—Estimate of appropriations under the cognizance of the Bureau of Navigation.

BUREAU OF NAVIGATION, 1865.

NAVIGATION—B.

Estimate of the amount required for the support of the Bureau of Navigation for the fiscal year ending June 30, 1867.

SALARIES.

For salary of the chief of bureau, per act of July 5, 1862, (Statutes at Large, edition in pamphlet, chapter CLXXXIII, section 2, page 586)	$3,500 00
For salary of chief clerk, per act of July 5, 1862, (Statutes at Large, edition in pamphlet, chapter CXXXIV, section 3, page 511)	1,800 00
For salaries of two clerks, one of the first class, the other of the second class, per act of July 5, 1862, (Statutes at Large, edition in pamphlet, chapter CXXXIV, section 3, page 511)	2,600 00
For salary of messenger, per act of July 5, 1862, (chapter CXXXIV, section 3, page 511, and per act of June 25, 1864, chapter CXLVII, section 3, page 160, Statutes at Large, edition in pamphlet)	1,000 00
For wages of laborer, per act of February 25, 1863, chapter LIX, section 3, page 695, and per act of June 25, 1865, chapter CXLVII, section 3, page 160, (Statutes at Large, edition in pamphlet)	720 00
Total	9,620 00
Appropriated for the year ending June 30, 1866	10,120 00

CONTINGENT EXPENSES.

For stationery, blank books, binding, and miscellaneous items	$2,400 00
Appropriated for the year ending June 30, 1866	800 00

The increase of the amount required for contingent expenses has been caused by the transfer to the bureau of the additional duties connected with the office of detail.

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1865.

NAVIGATION, No. 1.

Estimate of the amount required for navigation and navigation supplies, and for purposes incidental to navigation, for the fiscal year ending June 30, 1867.

1. For compass stations, repairs, and care of same	$5,000 00
2. For services and materials for correction of compasses on board vessels built wholly or partially of iron	3,500 00
3. For experiments to be continued by commission for correction of local attraction on vessels built wholly or partially of iron	1,000 00
4. For nautical and astronomical instruments, nautical books, maps, and charts; for repairs of instruments, and for binding and backing books and charts	60,000 00
5. For books for libraries of vessels-of-war, for naval station, and for bureau	5,000 00
6. For binnacles, binnacle lamps, and alidades	7,500 00
7. For bunting, muslin, and sewing materials; for ensigns, pennants, jacks, distinctive flags and marks, signal flags, and foreign flags; and for making flags of all kinds	50,000 00
8. For navy signals other than signal flags, viz: signal lights and apparatus of all kinds; drawing and engraving books, materials, and labor	10,000 00
9. For logs, log-lines, log-reels, log-slates, log-paper, log-books, and sand-glasses; leads, lead-reels, and lead-lines; armings for leads and sounding-cups; and for running lights, (side and head lanterns)	20,000 00
10. For musical instruments for vessels-of-war	2,500 00
11. For tables of navigation and engraving charts	5,000 00
12. For the preparation of a catalogue of stars	5,000 00
13. For Coston's night signals for vessels-of-war	8,000 00
14. For commander's and navigator's stationery for vessels-of-war	10,000 00
Total	192,500 00
Appropriated for the year ending June 30, 1866	400,000 00

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1865.

NAVIGATION, No. 2.

Estimate of the amount required for incidental expenditures or contingent for the fiscal year ending June 30, 1867.

For freight and transportation of navigation materials, instruments, books, and stores; for postage on public letters; for telegraphing on public business; for advertising for proposals; for packing-boxes and material; for blank books, forms, and stationery at navigation offices; for maps, charts, drawings, and models; and for incidental expenses not applicable to any other appropriation	$5,000 00
Appropriated for the year ending June 30, 1866	5,000 00

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1865.

NAVIGATION, No. 3.

NAVAL ACADEMY,
Annapolis, Md., October 3, 1865.

SIR: I beg leave to enclose estimates for the Naval Academy for the fiscal year ending June, 1867. There is, you will observe, required one additional teacher of French; also four attendants at the gas-works, gas not having been made in the last three years; also four laborers to enable us to get the public grounds in order this year.

Very respectfully, your obedient servant,

D. D. PORTER,
Rear-Admiral and Sup't Naval Academy.

Captain THORNTON A. JENKINS,
Chief of the Bureau of Navigation, Washington, D. C.

Estimate of the amount required for the pay of civil officers and others proposed for duty at the United States Naval Academy for the fiscal year ending June 30, 1867, chargeable to the appropriation for the support of the Naval Academy.

7 assistant professors of mathematics	$9,800 00
7 assistant professors of ethics and English studies	9,800 00
4 assistant professors of the French language	5,600 00
1 assistant professor of the Spanish language	1,400 00
2 assistant professors of drawing and draughting	2,800 00
1 secretary	1,600 00
1 sword master	1,200 00
1 assistant librarian	1,000 00
1 clerk to the superintendent	1,200 00
1 clerk to the superintendent	1,000 00
1 clerk to the superintendent	800 00
1 clerk to the commandant of midshipmen	800 00
1 clerk to the paymaster	1,000 00
2 clerks to aid in auditing accounts of midshipmen quartered in school-ship	1,200 00
1 assistant swordmaster	800 00
1 commissary to subsist midshipmen	288 00
1 curator to the hospital	800 00
1 hospital steward	480 00
1 messenger to the superintendent	480 00
1 gunner's mate	469 50
1 quarter gunner	409 50
1 cockswain	469 50
1 cook of midshipmen's mess	325 50
2 seamen to assist gunner's mate and attend in department of infantry tactics	699 00
1 seaman to attend in department of seamanship, and for police duties, &c.	349 50
1 band master	528 00
10 musicians of the 1st class	3,480 00
10 musicians of the 2d class	3,000 00
2 drummers, 1 fifer } musicians of the 1st class	1,044 00
	52,822 50
Pay of civil officers and others	52,822 50
Amount appropriated for the fiscal year ending June 30, 1866	42,076 00
Excess	10,746 50

DIFFERENCE RECONCILED AS FOLLOWS

Proposed increase.

1 assistant professor of mathematics	$1,400 00
1 assistant professor of drawing, &c.	1,400 00
1 additional clerk to the superintendent	1,200 00
2 musicians of the 1st class	696 00
3 musicians of the 2d class	900 00
1 drummer of the 1st class	348 00

Allowed and transferred from "Pay of the navy."

1 secretary	$1,600 00
1 hospital steward	480 00
1 gunner's mate	469 50
1 quarter gunner	409 50
1 cockswain	469 50
1 cook for midshipmen's mess	325 50
3 seamen	1,048 50
	10,746 50

Estimate for the wages of watchmen, attendants at gas and steam-heating works, and others proposed for duty at the Naval Academy, for the fiscal year ending June 30, 1867.

1 captain of the watch	$821 25
11 watchmen, at $2 per diem	8,030 00
1 foreman of gas and steam-heating works	1,277 50
6 attendants at gas and steam works at academy and school-ship, at $2 per diem	4,380 00
1 master laborer to keep public grounds in order	832 00
4 laborers to assist in same, at $1 75 per diem	2,555 00
1 mechanic at workshop	821 25
1 laborer to superintend midshipmen's quarters and public buildings	832 00
4 attendants for recitation room, library, chapel, and offices, at $20 per month	960 00
16 laborers to keep in order and attend to midshipmen's quarters, public buildings, grounds, &c., at $20 per month	3,840 00
2 joiners, at $3 50 per diem	2,555 00
1 painter, at $3 50 per diem	1,277 50
	28,181 50

Estimate for contingent expenses of the Naval Academy for the fiscal year ending June 30, 1867.

For material for heating and lighting the academy and school-ship	$17,000 00
For the purchase of books for the library	2,000 00
For stationery, blank books, maps and models, and for printing and ruling forms of reports, &c., for use of the academy and school-ship	3,500 00
For furniture and fixtures for public buildings	4,000 00
For publication of the annual register of the academy	500 00
For expenses in the astronomical and philosophical department	500 00
For the purchase of steam machinery, steam pipe and fixtures, for rent of buildings for use of the academy, for freight, cartage, and telegraphing, for water, and for the current expenses and repairs of all kinds, and for incidental labor not applicable to any other appropriation	29,000 00
	56,500 00

Estimate of the amount required for various purposes at the Naval Academy for the fiscal year ending June 30, 1867.

For improvements of grounds, grading, and replacing trees and shrubbery, repairing out-buildings and roads, and for cutting drains and building sewers.	$10,900 00
For erecting two (2) engine-houses	4,000 00
For erecting a bath-house for use of the midshipmen	1,800 00
For repairs of stables	500 00
For repairs of boat-house	600 00
For one steam fire-engine and apparatus complete	10,000 00
For repairs of sea-wall	1,400 00
For repairs of battery	2,200 00
For digging wells	800 00
For pumps	500 00
For covering for 35 boats or boat-sheds	6,000 00
For piling and extending wharf	4,000 00
For relaying brick pavements, and grading walks	3,350 00
For quarters for foreman at gas and steam-heating works, watchman, bandsmen, &c	8,000 00
Total	54,050 00

RECAPITULATION.

Appropriation "Naval Academy:"		
Pay of civil officers and others		$52,822 50
Pay of watchmen and others	$28,181 50	
Contingent expenses	56,500 00	
Improvement and repairs	54,050 00	
		138,731 50
Total		191,554 00
Additional recommended:		
1 assistant professor of the French language	1,400 00	
4 attendants at the gas-works, &c	2,920 00	
4 laborers to assist in keeping public grounds in order	2,555 00	
		6,875 00
Total		198,429 00

Respectfully submitted:

DAVID D. PORTER,
Rear-Admiral and Superintendent.

NAVAL ACADEMY, *Annapolis, Md., October* 3, 1865.

Approved:

THORNTON A. JENKINS, *Chief of Bureau.*

BUREAU OF NAVIGATION, 1865.

NAVIGATION, No. 4.

U. S. NAVAL OBSERVATORY AND HYDROGRAPHICAL OFFICE,
Washington, September 9, 1865.

SIR: I have the honor to submit the following report of the business and labors of this institution during the past year, together with the usual estimates for the fiscal year ending June 30, 1867.

ASTRONOMICAL LABORS.

The work of the Observatory proper was not interrupted by the death of my lamented predecessor.

The routine of meridian observations has been kept up.

Right ascensions and declinations of the sun, moon, and larger planets, have been observed on nearly every practicable occasion, and the results compared with the predicted places in the American Ephemeris.

Fifteen asteriods have also been observed with the meridian instruments.

A large part of the energies of the meridian instruments have been expended in observations of stars for completing the reduction of "zones," observed in 1848–1850. The reductions have been, by an arrangement with my predecessor, in charge of Dr. B. A. Gould, who, towards the end of the year 1864, sent in large additional catalogues of required positions.

The Prime Vertical Transit has been mainly employed in continuing the observations of α Lyræ. The precision of the observations made with this instrument has never before been equalled, except by a series made with a like instrument at Pulkowa.

The Equatorial Telescope has been employed in the triangulation of the group Præsepe, Cancri, a work which will be completed during the ensuing winter.

The Equatorial has, at the same time, continued its regular observations on the asteroids, according to the already established distribution.

When the new Transit Circle is mounted and ready for use a distribution will robably be proposed better suited to our improved means of observation.

Before, however, indulging in any expectations, it will be better to wait until the working of the new instrument is fully tested.

This Transit Circle, constructed by Messrs. Pistor & Martins, of Berlin, is now, I presume, on its way to the United States, advices having been received from the makers to that effect. One or more officers of the observatory will be sent, with the consent of the bureau, to receive it, and to bring it safely to Washington.

NAUTICAL INSTRUMENTS.

The time has at length arrived when we may congratulate ourselves upon the employment of nautical instruments almost exclusively of American manufacture, in the American navy. Spy-glasses and binocular glasses form a partial exception; they are made at home, but not yet in sufficient numbers, nor so well as abroad.

The cessation of the rebellion returns upon our hands a considerable number of nautical instruments of all kinds; but the greater part of them have been used up, especially those belonging to the smaller vessels of the navy, in which they can be less easily cared for. A part of the returns consists of instruments which have accumulated at navy yards and naval stations during the war.

I shall propose to the bureau, as soon as the old instruments can be examined and sorted, to sell those that are worn out, and repair the others, and put them in a condition to be reissued. For this latter purpose, it will be necessary to increase, for a time, the force in the workshop, and I recommend that the journeyman introduced last year be continued indefinitely.

It seems advisable to say to the bureau, however, that there is some danger of overestimating the value of this property. At best, it does not comprise many of the most valuable instruments of navigation, such as chronometers, because the navy was chiefly employed on soundings and in inland waters. And it may be reasonably supposed that, of the common instruments, the greater part have done their work.

CHARTS.

There are now on hand about twenty-nine thousand seven hundred British charts; fifteen thousand six hundred French charts; seven hundred and twenty Russian charts; seven hundred and fifty Dutch charts; five hundred and twenty Danish charts; one hundred and twenty Spanish charts; and one hundred Prussian charts.

There are many important deficiencies, and the most deficient are those in constant use, so that a complete set for a foreign station cannot be supplied from our own resources. At the present price of gold, and rate of exchange, the average cost of the Admiralty charts, taking the large and small together, is about $1 30 each.

The hydrographical office of the British Admiralty is our principal source of supply for the navy, and, for obvious reasons, (language and community of forms and symbols principally,) must continue to be, till we follow the practice of all other maritime nations, and manufacture for ourselves the guides by which our ships traverse the high seas.

I do not propose to present to the bureau any larger requisition for foreign charts than is indispensably necessary at any one time.

The cessation of the blockade brings back to the Observatory a large number of charts, pertaining mostly to the middle and southern coasts of the United States; there are but few foreign charts among them. This is a fact to which I wish to call particular attention. The charts we are required to issue to ves-

sels bound to foreign stations are not the charts returned to us by the vessels thrown out of employment by the termination of the rebellion. The expenditures, therefore, of the bureau, in this direction, will be increased rather than diminished by the altered state of things.

We have on hand about forty thousand seven hundred coast charts, including Blunt's charts of the West Indies, in four sheets. Among this collection there are not many harbor charts. In addition to these, we have received about a hundred boxes (from vessels laid up and sold) containing coast charts, not yet examined, owing to the rapidity with which these boxes have been accumulated by the sudden reduction of the navy.

The number of Coast Survey charts received during the year is twelve thousand four hundred and seven; and the number expended is three thousand four hundred and forty-two.

The number of purchased charts (foreign and domestic) during the same period is three thousand one hundred and forty. The number issued is eight thousand eight hundred and eighty-six; and the number condemned eight hundred and sixty-two.

The meteorological register continues to be regularly kept.

In the beginning of the year a series of observations was made on Baker's comet, which were subsequently published in the *International Bulletin of the Imperial Observatory at Paris,* and in the *Astronomische Nachrichten.*

The volume of *Astronomical and Meteorological Observations made at the United States Naval Observatory during the year* 1863 has recently come from the press. As soon as the whole number of copies is received, the work will be distributed as usual.

The alterations in the west wing of the Observatory, for the Transit Circle now on its way from Berlin, have been delayed by flaws, developed in the process of cutting, in the large marble piers intended for the support of the instrument. These flaws were so serious that it was necessary to obtain new blocks of marble from the quarries, at the expense of some months' delay. These and other difficulties have been successfully overcome, and the building will be finished and ready for the instrument by the 1st October at the latest.

All of which is respectfully submitted.

C. H. DAVIS,
Rear-Admiral and Superintendent.

Captain T. A. JENKINS, U. S. N.,
Chief of Bureau of Navigation, Navy Department.

Estimate of the sums which will be required for the United States Naval Observatory and Hydrographical Office during the fiscal year ending June 30, 1867.

The sums asked for are the same as those granted by Congress for the fiscal year 1865–'6, with the following exception: The estimate under the head of National Observatory is $2,000 less than the sum granted last year. The object for which this sum was then specially appropriated, not requiring an annual expenditure, is omitted from the estimates, and the sum asked for is deemed sufficient to meet the requirements of the Observatory during the year.

C. H. DAVIS,
Rear-Admiral and Superintendent.

UNITED STATES NAVAL OBSERVATORY
AND HYDROGRAPHICAL OFFICE, *Washington, September* 9, 1865.

Estimate of the amount required for the pay of civil officers proposed for duty at the United States Naval Observatory and Hydrographical Office for the fiscal year ending June 30, 1867, and chargeable to appropriation for the support of the Naval Observatory.

1 Assistant astronomer	$2,500
1 Clerk	1,500
3 Aids	4,000
Total	8,000
Appropriated for year ending June 30, 1866	8,000

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Estimate of the amount required for the wages of instrument-maker, watchmen, and others, and for incidental expenses, at the United States Naval Observatory and Hydrographical Office for the year ending June 30, 1867.

For wages of instrument maker, two watchmen, porter, and messenger; for keeping grounds in order, and repairs to buildings and enclosures; for fuel, light, office furniture, and stationery, and for freight, transportation, postage, and incidental expenses	$12,000
Appropriation for year ending June 30, 1866	14,000
Difference	2,000

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SUMMARY.

APPROPRIATION, NATIONAL OBSERVATORY.

Pay of assistant astronomer, clerk, and three aids	$8,000
Pay of watchmen, porter, and others, and contingent	12,000
	20,000

C. H. DAVIS,
Rear-Admiral and Superintendent

UNITED STATES NAVAL OBSERVATORY
AND HYDROGRAPHICAL OFFICE, *Washington, Sept.* 9, 1865.

Approved:

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1865.

NAVIGATION, No. 5.

NAUTICAL ALMANAC OFFICE,
Cambridge, Mass., September 8, 1865.

SIR: In compliance with your order of August 19, I have the honor to submit the following report of the progress of the work of the Nautical Almanac Office during the past year:

The principal duties of the office, the work to be done, in order to publish the annual volume, and the organization and methods by which it is accomplished, remain substantially the same from year to year.

Since my last annual report, September 28, 1864, the almanac for the use of navigators for the year 1867 has been completed and published, and the large volume for 1867 has been completed, and is now in press. Work on the volume for the year 1868 is more advanced than was that of the volume for 1867 at the date of my last report.

A supplement to the volume for the year 1866, containing the latest elements of all of the asteroids, together with ephemerides for opposition and for the year of some of them, was published in January, 1865. Dr. Foerster, the editor of the Berlin Jahrbuch, and director of the Observatory at Berlin, has proposed to me and to the Superintendent of the British Nautical Almanac that the publication of ephemerides of the minor planets be discontinued by the British and American nautical almanacs, and that labors on this subject be confined entirely to theoretical investigations, and the preparation of tables, leaving the computation and publication of ephemerides entirely to the Berlin Jahrbuch. This proposition is worthy of serious consideration; some division of labor of this kind is certainly desirable.

A second edition of Peirce's Lunar Tables has been published, in which typographical errors of the first edition were corrected.

The Tables of the Moon's Parallax, constructed from Walker's and Adams's formulæ, were substituted for the original Parallax Tables, and a table by Professor Runkle for computing the latitude was added.

The work of redetermining the masses and elements of the principal planets, under the direction of Professor Peirce, assisted by Professor J. D. Runkle, has been continued with more than the usual progress during the year.

Some changes have, with the approval of the bureau, been introduced into the annual volume. To the small volume has been added a chapter on eclipses, with charts of the principal eclipses in a more convenient form for some purposes than any that have been heretofore published. Six pages of occultations of stars and planets visible in the Territory of the United States west of Mississippi river have been added to the large volume. These and the eclipse charts above mentioned have been done by means of an instrument invented by the Rev. Thomas Hill, and described by him in the Astronomical Journal, vol. I, p. 67. The use of this instrument has reduced the time of computing these occultations to less than one-third of that required by an experienced computer with the ordinary methods.

The star constants, f, g, h, &c., have been given for every day of the year, instead of for every fifth day, as has heretofore been done, and tables containing corrections of star constants A and B for small terms of nutation have been added.

The star tables referred to in my last report have made such progress that they might be completed by the end of the year. It is not desirable, however, that the work upon them should be hastened. They are now used for the preparation of our star ephemeris.

The number of almanacs sold during the past year is greater than for the preceding year, and is but little under 9,000.

The estimates for expenditures for the fiscal year ending June 30, 1867, which accompany this report, are the same as those for several years preceding the last. The total amount is that appropriated last year.

The progress and general condition of the work in its various branches, as compared with former years, are, upon the whole, satisfactory, and the publications of the office seem to be growing in public favor.

I have the honor to be, most respectfully, your obedient servant,

JOSEPH WINLOCK,
Prof. Math., U. S. Navy, Sup't Naut. Alm.

Capt. THORNTON A. JENKINS,
U. S. Navy, Chief of Bureau of Navigation, Washington, D. C.

Estimate of the amount required for the pay of computers and others proposed for duty on the Nautical Almanac for the fiscal year ending June 30, 1867.

For salaries of computers, assistants, and copyists	$16,250
Appropriated for year ending June 30, 1866	16,250

Estimate of amount required for the pay of clerk and servant, for materials, and for contingent expenses, on account of the Nautical Almanac, for the fiscal year ending June 30, 1867.

For purchase of paper, printing, &c., in order to publish in the year 1867 the Nautical Almanac for the year 1870, and for occasional printing, stationery, books, binding, &c	$3,600
For the new planets discovered since 1849	3,000
For printing tables	1,000
For extra editions of the volumes already published	800
For salary of clerk	500
For contingent, including rent of office, servant hire, fuel, &c	700
Total	9,600
Appropriated for year ending June 30, 1866	9,600

RECAPITULATION.

APPROPRIATION, "NAUTICAL ALMANAC."

Pay of computers and others	$16,250
Printing materials and contingent	9,600
Total	25,850

JOSEPH WINLOCK,
Professor of Mathematics U. S. N., Sup't. Naut. Alm.

Approved:

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1865.

NAVIGATION, No. 6.

Estimate of the appropriation required under the head of "Pay of the navy," for the payment of commissioned and warrant officers at sea, on shore, and on special service, and of those on the retired list and unemployed, for the fiscal year ending June 30, 1867	$4,517,262

The estimate of last year for pay of commissioned and warrant officers was connected with that for pay of petty officers and seamen.

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1865.

NAVIGATION, No. 7.

General estimate from the Bureau of Navigation for the fiscal year ending June 30, 1867, in addition to the balances remaining unexpended July 1, 1866.

FOR SUPPORT OF BUREAU.

1. For salaries of the chief of bureau, chief clerk, clerks, messenger, and laborer, (Navigation—B)	$9,620
2. For contingent expenses, including stationery, &c. (Navigation—B)	2,400
Total for support of bureau	12,020

FOR THE NAVAL SERVICE.

1	For navigation and navigation supplies, (Navigation, No. 1)		$192,500
2.	For contingent expenses for navigation supplies, (Navigation, No. 2)		5,000
3.	For support of Naval Academy:		
	Pay of civil officers, &c., (Navigation, No. 3)	$52,822 50	
	Wages of watchmen, &c., (Navigation, No. 3)	28,181 50	
	Contingent expenses, (Navigation, No. 3)	56,500 00	
	Improvements and repairs, (Navigation, No. 3)	54,050 00	
	Additional recommended, (Navigation, No. 3)	6,875 00	
			198,429
4.	For support of Naval Observatory:		
	Pay of civil officers, &c., (Navigation, No. 4)	8,000 00	
	Wages and incidentals, &c., (Navigation, No. 4)	12,000 00	
			20,000
5.	For preparing and publishing the Nautical Almanac:		
	Pay of computers, &c., (Navigation, No. 5)	16,250 00	
	Materials, printing, &c., (Navigation, No. 5)	9,600 00	
			25,850
	For pay of commissioned, warrant, and volunteer officers of the navy, (Navigation, No. 6)		4,517,262
	Total for naval service		4,959,041

THORNTON A. JENKINS,
Chief of bureau.

BUREAU OF NAVIGATION, 1865.

NAVIGATION, No. 8.

Estimate of appropriations under the cognizance of the Bureau of Navigation required for the fiscal year ending June 30, 1867.

Titles of appropriations.	Estimate of appropriations required for the service of the fiscal year ending June 30, 1867.	Estimate of the balances of appropriations unexpended on June 30, 1866, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1866.
Navigation and navigation supplies	$192,500	----------	$400,000
Contingent, navigation	5,000	----------	5,000
Naval Observatory	20,000	----------	22,000
Naval Academy	198,429	----------	115,626
Nautical Almanac	25,850	----------	25,850
Pay of the navy	4,517,262	----------	----------
Total	4,959,041	----------	----------

Respectfully submitted.

THORNTON A. JENKINS,
Chief of Bureau.

BUREAU OF NAVIGATION, 1865.

No. 4.

REPORT OF THE CHIEF OF THE BUREAU OF ORDNANCE.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
October 20, 1865.

SIR: I have the honor to submit the annual report of the Bureau of Ordnance

The very great stock of cannon, powder, projectiles, gun carriages, small-arms, and all the various equipments of naval armaments remaining on hand at the close of the rebellion, and the amount appropriated for ordnance purposes for the present fiscal year enable the bureau to dispense with all estimates except that which is necessary for its civil expenses during the year commencing July 1, 1866. Such expenditures, therefore, as may be necessary for specific objects during that year, can be met from the surplus which will remain to the credit of ordnance out of the appropriation for the present fiscal year; and this course is respectfully recommended to the department, if it is not inconsistent with its views nor contrary to any existing custom or law of Congress.

The expenditures of the bureau will be reduced, or cease entirely, during the present year, principally for cannon, projectiles, powder, gun-carriages, and equipments, and will be confined as closely as possible to ordinary repairs, experimental purposes, the erection of buildings and magazines, and the completion of the cob dock at New York.

The necessity for these limited expenditures will be explained elsewhere, but the bureau desires to call the attention of the department, in these introductory remarks, to the estimates presented last year for quarters for ordnance officers and the salaries of ordnance clerks at the navy yards, and respectfully request that Congress may be asked to authorize the expenditure called for by them, for it is considered of the greatest importance that the ordnance officers should be present at all times where their duty lies, and this can only be the case where quarters are provided for them in the navy yards. In an emergency their absence might result in serious consequences.

With regard to the policy of recompensing the ordnance clerks by giving them a fixed salary instead of a per diem pay, the bureau is of opinion that it is not only just and proper, but that the interests of the government will be better cared for, and a faithful class of men simply receive a fair remuneration for their labor.

If these suggestions meet the views of the department, I shall be prepared at any moment, during the session of Congress, to present the estimates and ask that authority may be granted to expend the money for these objects out of the appropriation for the present fiscal year.

GENERAL REMARKS.

It was the desire of the bureau to present in this report a full exhibit of all the ordnance and ordnance supplies purchased and used during the war, and now remaining on hand serviceable and available for current use in time of peace, or to meet any sudden emergency either at home or from abroad. But time has not permitted the assembling, inspection, and partition of the worthless from the good at any one of our navy yards, stations, or magazines, and therefore the necessary data are at this period wanting for such an exhibit. At an early day, however, the bureau proposes to survey and separate the serviceable and unserviceable of all kinds, and submit to the department for transmission to Congress a supplementary report showing the entire cost to the country, in this branch of the service, of suppressing the rebellion, and which will also serve as a basis for determining the wants of ordnance to meet any similar contingency.

It may be here stated, however, that an ample supply of good cannon remain,

together with an abundance of every requisite for naval warfare. Indeed, the difficulty now is to find room for the storage and preservation of all we have, which is known to be really good, and to dispose of, to the best advantage of the government, such as may be found unserviceable.

The navy yards at Portsmouth, Boston, New York, Philadelphia, and the ordnance yard in this city, are now filled with cannon and ordnance materials of various kinds returned from ships and the several depots established on the southern coast for our squadrons during the war; and to relieve as soon as possible the Fort Norfolk magazine, the bureau is now engaged in covering in one of the large storehouses at the Gosport navy yard, and otherwise preparing it for the reception of ordnance stores.

At the west it was found expedient to remove the supplies from Mound City and place them in suitable buildings, erected by sanction of the War Department on the grounds of the Jefferson Barrack reserve, near St. Louis, Missouri, while those at New Orleans are now being transferred to the navy yard at Pensacola; and only a sufficient stock to meet the current wants of the Atlantic and Gulf squadrons is left at each of the depots of Port Royal and Key West.

No doubt the proper policy will be to get rid of everything relating to ordnance which is not really serviceable, or which cannot be easily repaired from materials already on hand, and this can only be done in a satisfactory manner by a thorough survey after the stores are assembled and properly arranged at each of the several navy yards and stations. The bureau would therefore respectfully suggest that a board of not less than three ordnance officers be ordered to conduct this survey and report in detail with a recommendation to the department as to what disposition shall be made of all ordnance and ordnance materials and stores which they may find unserviceable and not fit for repairs, as above indicated; the bureau will then be enabled to present the exhibit mentioned in a preceding paragraph.

In this connexion, however, I may remark that the ordnance returns to date show that we have on hand at the several magazines, navy yards, and shore stations, in the aggregate, 4,025,178 pounds of powder, 491,026 shells, 235,818 shot, 84,301 shrapnell, 47,802 canister and 21,355 grape, made up, of course, of the different calibres, both smooth-bore and rifle, and of every discription used during the war. How much of this immense stock is serviceable and worth preserving, the survey can alone determine.

With reference to the powder and its storage, the bureau has always been opposed to the present system of magazines throughout the country, and has not failed in its annual reports to bring the matter before Congress, and to urge that appropriations should be made for the erection of more suitable buildings in isolated localities in the interior, away from our cities but near some water-course or railway, in order that supplies could readily be brought to smaller magazines on the seabord.

The whole subject has been carefully considered, and, as stated in its two last annual reports, "whenever the necessary appropriation shall have been made, the bureau will be ready, with the information and data now in its possession, to proceed immediately with the erection of suitable buildings." This expenditure can be made from the appropriation of the present fiscal year if Congress will but authorize it, and this question, of such vital importance to the navy and the country, be settled at once.

The other questions of economy in guns, carriages, projectiles, and equipments can be more easily disposed of, and no difficulty will be found in preserving the stock, which may be pronounced serviceable by a board of survey, for any number of years. It will be simply necessary to clean, paint, park, and store them away in the yards and storehouses, and give them the ordinary attention and examination afterwards, which are called for by existing ordnance regulations.

The most important depot for such storage now is the gun park on the cob

dock, between Brooklyn and Williamsburg. This consists of four acres of made land, surrounded and supported by massive crib-work, and has a water-front of 600 feet, the average depth at low tide being 28 feet on the main front.

Upon this are granite skids, capped with iron, capable of parking at least 2,000 cannon, and it is proposed to erect buildings on the vacant spaces for the storage of equipments, and for performing the work of sighting and otherwise preparing the guns for service. The park is also provided with a derrick capable of lifting a XV-inch gun to a height greater than the turrets of a monitor, and the work of putting on board or removing any ship's battery, with all its appurtenances, can therefore be executed with promptness and despatch. It is believed that this important work will be entirely completed during the present fiscal year, and the Brooklyn navy yard relieved of all the ordnance and ordnance materials which now encumber it.

THE FOUNDRIES.

The presumption is that the number of serviceable cannon which will be found by survey, together with th se now being received from the contractors will be amply sufficient to meet the wants of the navy for several years, and therefore the bureau does not contemplate entering into any new contracts for guns. The experience of the war has demonstrated that we can rely upon the private enterprise of our citizens to produce good cannon, and as rapidly as they are wanted. Therefore no apprehension need be entertained of any difficulty arising from the suspension of this work for the navy, and the return of these large workshops to producing machinery and tools for commerce and the arts; on the contrary, they will be better prepared with their acquired knowledge to enter at once upon the work, and to manufacture either such guns as are now in use, or upon any other models which future experiments may prove to be better adapted for naval use. I of course have now especial reference to *cast*-iron cannon, both smooth-bored and rifled, and to the manufacture of bronze howitzers; for the art of fabricating wrought-iron or steel cannon is yet in its infancy here, and remains an unsettled question abroad, only to be solved by a well-conducted series of careful experiments. So far, the results obtained by private enterprise in this country are very doubtful, and by no means to be relied upon. In fact, the difficulties of the problem are very much increased by the persistent efforts of inventors to produce wrought-iron or steel *rifled* ordnance of large calibre, instead of confining the preliminary trials to *smooth-bore* guns of the ordinary size.

It should be remembered also that the advantages claimed for rifled cannon over smooth-bores are in many respects visionary, and do not bear the test of actual conflict, much less the more elaborate and quietly pursued experiments of the practice ground; and that whatever of extraordinary power or range may be obtained with them, is generally qualified in a great degree by the danger of premature rupture, under the strain of excessive charges and heavy projectiles necessary to produce such effects, and this whether the rifles are made of cast-iron, wrought-iron, or steel.

During the recent rebellion the cast-iron smooth-bore guns of the navy endured all of the severe service to which they were subjected, and proved their excellence everywhere and under all the conditions of actual war. Not a single gun of the Dahlgren system has burst prematurely; and none of the XV-inch guns, even when fired with their heaviest charges, have ever failed except in the case of two or three which had their muzzles ruptured by the premature explosions of shells, the body of the gun even then remaining uninjured. For the ordinary warfare of wooden ships against each other, or against forts, these smooth-bore guns are undoubtedly the best of their kind; while the practice at the test battery against armor plating shows that even the XI-inch at close quarters is capable of piercing any thickness of iron or steel with which the sides of an ordinary cruiser intended to keep the seas could be covered with safety, and

this without any danger of rupture from the use of increased charges, unless the gun has been very much weakened by previous service.

The cast-iron rifled ordnance, manufactured by Mr. Parrott, of the West Point foundry, for the navy, did also good service within their sphere, and justly merited all the confidence placed in them, until it was rudely shaken by the disastrous rupture of several 100 and 150-pounders during the naval bombardment of Fort Fisher.

Prompt measures were immediately taken to ascertain, if possible, the cause of these failures, and a board of ordnance officers, convened by order of the bureau, investigated the subject in all its bearings. Their final report is hereto appended.

Without waiting, however, for the decision of this board, the bureau directed the removal of the 150-pounders from service entirely, and reduced the charge of the 100-pounders to 8 pounds of powder, and a shell of 80 pounds. This reduction, and the gun confined to the work for which it was intended, and not used for every occasion, especially where the smooth-bores are more available, will, it is believed, prevent the occurrence of premature rupture in future, *provided*, however, *that the express and oft-repeated injunctions in relation to the use of rifled guns are strictly observed.*

The settled policy of the bureau is, at present, to arm our vessels with a mixed battery of pivot and broadside smooth-bore guns, governed with reference to calibre by the capacity and deck accommodation of individual ships. The rifled guns are exceptional, and are intended simply as chase guns where long range is required, or to be used at great distances in repelling the attack of smaller and swifter opponents armed with similar pieces.

The idea of a broadside armament composed exclusively of rifled guns is by no means warranted by the experience of the past war, and with the gathered strength and prestige of our navy we can afford to await the results of the trials now going on in England, and elsewhere, to bring forward a rifled gun of large calibre which can be trusted and used as a substitute for the smooth-bores in broadside or pivot.* Time, and a prodigious expenditure, with corresponding successful results, are needed to satisfy ordnance men that the progress of science in the fabrication of "built-up" guns, whether composed wholly of wrought-iron, or of steel and wrought-iron combined, can produce either a rifled or smooth-bored cannon which will take the place of our present comparatively inexpensive cast-iron ordnance so far as endurance even is concerned. And when this, the first essential, is determined conclusively, there remain the other important questions between the smooth-bore and rifle of accuracy at all available ranges, penetration, shock, and the certainty of ricochet fire. And in illustration of the advantage of this latter condition of ricochet fire, as being peculiarly the property of the smooth-bore, I may refer to the published report of the army operations against Charleston, in which the commanding general bears testimony to the magnificent practice made by the iron-clad frigate New Ironsides with her XI-inch guns against Fort Wagner. He says, in speaking of the final operations against that work: "Thirteen of our heavy Parrott rifles, 100, 200, and 300-pounders, pounded away at short though regular intervals at the southwest angle of the bomb-proof, while, during the day-time, the New Ironsides, with remarkable regularity and precision, kept an almost incessant stream of eleven-inch shells from her eight-gun broadside ricocheting over the water against the sloping parapet of Wagner, whence, deflected upwards with a low remaining velocity, they dropped vertically, exploding within or over the work, and rigorously searching every part of it except the subterranean shelters."

A ricochet fire of this kind is simply impossible from rifled guns with elongated projectiles, whatever may be said of their superior powers of penetration.

* Breech-loading cannon made of steel, by Krupp, are now being tried in Prussia and Russia, but they find no favor in England.

But the first essential of *endurance* in these "built-up" guns is by no means an accomplished fact, and in the development of any great power which they ought to possess by using heavy charges, they have hitherto developed also an inherent weakness which the greatest care in the preparation and fabrication of the materials of which they are composed is unable to overcome. A single gun may now and then be made which will show remarkable endurance under protracted firing; but a second or a third, fabricated apparently like the first, yields prematurely, and disappoints the inventor when he least expects it. With cast-iron ordnance, however, uniformity of endurance can be obtained even with rifles, as is exemplified by the trials of the three 100-pounders by the board on rifled ordnance, at Cold Spring, New York.

We may, therefore, content ourselves with the possession at least of a system of smooth-bore and rifled ordnance which has stood the test of no ordinary conflict; and that we have every reason to expect that ample leisure will be afforded us in the future for the examination and trial of any new theories which may be presented for investigation.

For this state of things we are mainly indebted to the enterprise of our citizens who own and have so ably conducted the cannon foundries of the north.

GUN-CARRIAGES.

In the last annual report mention was made of a proposition to substitute, to a certain extent, iron gun-carriages for wooden ones in the armament of vessels; and this idea has met with such favor as to induce the bureau to mount the new classes of 8-inch and 32-pounder broadside guns upon them. The design is very simple, and a battery thus mounted presents a unique and light appearance in contrast with the cumbersome and heavy-looking broadside carriage of wood. A few also of the IX-inch guns have been mounted in this way, but the bureau awaits the result of a trial in actual cruising before finally determining the question of adopting them exclusively for guns of that calibre and weight.

For the carriages and slides of pivot guns there can be no question regarding the utility of iron over wood, provided the compression can be satisfactorily adjusted, so as to meet all the conditions of service. The only example so far is to be found in the carriages of the New Ironsides, which have only been tried in smooth water and never in a rolling sea. Hence a more complete and careful experiment is needed to satisfy all the conditions of the problem before determining whether the present wooden pivot carriages shall be dispensed with and iron ones substituted for them.

At this time, also, the ingenuity of ordnance men is exercised in producing a proper iron carriage upon which to mount the guns of the *Dunderberg*, which, unlike the turreted monitors, is expected to roll to such an extent as to make it doubtful whether they can be controlled even by a resort to machinery and steam. In England the attempt to govern the movement of the 12-ton guns on board the Minotaur in a sea-way proved a failure, and we may therefore be compelled to enter into an elaborate series of experiments before deciding a question of so much importance. I refer more particularly now to the iron carriages for the XV-inch guns, for if they can be controlled in recoil and other movements, there will be no difficulty with the XI-inch guns.

Ultimate success may, however, be reasonably expected, for the genius which originated the system of monitors for harbor defence and sea-service has, it is hoped, already devised some method of governing and using with safety the guns which are their chief element of offence, even when applied to another system. The bureau has therefore every reason to expect that ere long a uniform system of iron carriages for broadside and pivot guns will be established for all our vessels, the durability of which will add very much to the economy of our naval armament.

COMPOSITION OF BATTERIES.

At present no change is contemplated in the distinctive features of our naval armament, for there does not appear any good reason for departing from the established system of a mixed battery of broadside and pivot guns, the IX-inch being the principal of the former and the XI-inch of the latter, wherever it can be carried; and in the lighter vessels the new 8-inch of 6,500 pounds, or 32-pounders of 4,500 pounds, with one or two 100-pounder rifles in pivot.

It has also been adopted as a general rule to give every vessel a rifled gun, mounting in some the 60-pounders and 30-pounders on Marsilly carriages, in order that they may be shifted from side to side, or fore and aft, if necessary. This, it is true, complicates the service of the magazines with different charges and projectiles, but not to such an extent as to make it inconvenient or cause delay in action. Unity of calibre is no doubt of very great importance, but no ship would in these days be considered properly armed that had not one or two rifles in her battery.

It is a question, however, whether it is not sound policy for us to adhere to at least three distinct methods of armament, in order that we may be prepared for any danger which may arise; and these are represented by the batteries of our cruisers, such as the Brooklyn and Canandaigua, of the monitors for harbor defence, and of the double-enders and light gunboats for blockade and river work. These three different classes, with their appropriate armaments, have met every contingency during the rebellion, and, with such modifications as experience has shown us to be necessary, will no doubt answer better than any other yet known for offensive and defensive warfare. The days of the heavy line-of-battle ships, with their tiers upon tiers of guns—none of which were half so powerful as the ordinary broadside IX-inch—are passed, and henceforth the swift and light-draught steamer must be the vessel for all ordinary work in cruising and blockading, while the powerful monitor and iron-clad will defend our harbors and sea-coasts.

But in speaking of "iron-clads," I do not mean such as are represented by the huge and unwieldy models of Europe—for instance, the Solferino, Magenta, or Royal Sovereign—the latter vessel an acknowledged copy of our Roanoke, being the only one which it is believed could cope with any of our monitors. Her present armament consists, however, of only three 10-inch smooth-bore guns.

TORPEDOES.

With reference to coast defence it may not be amiss to notice another terrible agent—the torpedo—which has been successfully tried in many instances during the war. There seems to be, no doubt, a want of fair play and manly courage in using a concealed and destructive weapon against an enemy, while you are secure from danger and quietly waiting for the catastrophe which launches hundreds of human beings into eternity without a warning; but it is nevertheless perfectly legitimate in warfare, and the danger must be met, and can only be overcome by caution, skill, and the free use of similar means.

To originate and perfect a complete system of torpedoes, both stationary and movable, is perhaps more properly the province of the engineer; but as everything connected with gunpowder, and its use for naval purposes, belongs also to the Bureau of Ordnance, I have taken pains to collect samples of our own and the rebel torpedoes, and have now in course of preparation a history of each, illustrated with drawings in detail. These will be valuable for future reference in preparing these terrible auxiliaries, but the art, if I may so term it, of using them is in its infancy, and I would therefore recommend that an elaborate course of experiments be instituted, and a corps of operators established,

in order to avail ourselves of all the improvements which may be suggested during the trials, and have a body of trained men ready to use them whenever a necessity arises for their employment.

SMALL-ARMS.

There can be no doubt that the minds of military men in this country and in Europe are fully convinced of the necessity and advantages of substituting the breech-loading musket or carbine for the muzzle-loader, and the consequent use of metallic cartridges.

During the past year a series of elaborate experiments have been made by the army ordnance at Springfield with various models of breech-loaders, but as yet no definite conclusion has been reached regarding the most appropriate one for general use in the field; and this has prevented the bureau from carrying out its cherished idea of establishing a breech-loading system for the navy, to include also a pistol of the same calibre as the carbine, so as to have but one cartridge for each arm. As soon, however, as the bureau is advised of the action of the army authorities, it will be prepared to enter at once upon such trials as will determine whether the one selected is suitable for naval purposes, and if so, to place it on board our ships and get rid of the several varieties of muskets, rifles, and carbines which are now in use. The best results are especially anticipated from the adoption of a single-barrel breech-loading pistol in the hands of seamen, in lieu of the revolver, which should only be used by officers as a belt weapon.

A number of arguments in favor of the changes here alluded to were given in my last annual report, and it is needless to repeat them here. The outlay necessary to carry out the plan will be but trifling, as the whole number of arms required for the peace establishment will not exceed 10,000, and the cost of these will be partly met by the proceeds of the sale of the arms set aside.

GUNNERY PRACTICE SHIP.

The foregoing remarks naturally lead to a consideration of the best means of perfecting a system of training for our men and officers in everything which belongs to ordnance and its uses in naval warfare.

The bureau has not failed, in each of its annual reports, to call attention to the necessity for establishing a thoroughly organized gunnery ship, and again respectfully, but earnestly, brings the subject to the notice of the department. Every element required for its immediate commencement is at hand, and it only needs the authority of Congress to make the expenditure from the existing appropriations. It is true that we have our practice ships attached to the Naval Academy for the education of midshipmen and apprentices, but these are merely elementary schools, and by no means represent the idea of a gunnery ship, in which not only the exercise of great guns and small-arms will be taught to our officers and men, but also every new improvement in ordnance and its details fairly tried, and adopted or rejected upon its merits.

In connexion with such a ship, there should also be established a regular proving ground and experimental battery, with an uninterrupted range of at least six miles. This is deemed indispensably necessary, if we are to continue our progress in the science of gunnery, and keep pace with the improvements made abroad. At present we have no such ground for conducting experiments anywhere, even the limited facilities afforded from the experimental battery at Washington having been stopped by the occupation of Giesboro' Point, at the mouth of the Anacostia, by the army for a cavalry camp.

In this connexion, I would also recommend that officers of acknowledged merit and practical ability be sent abroad from time to time, and for brief periods,

to observe the progress made in the science of gunnery, and the improvements which are introduced in naval batteries, and report the results of their inquiries and observations. In no other way can we obtain direct and positive information and be enabled to advance our own ordnance correspondingly.

During a recent unofficial tour I had an opportunity of briefly examining the magazines at Spandau, the works of Krupp, in Prussia, the magazines at Purfleet, and the practice ground at Shoeburyness, in England, where I was received in the most cordial manner and every opportunity afforded me for inspection.

I had also the pleasure of meeting Major General Bormann, of the Belgian artillery, the distinguished officer to whom we are indebted for the excellent fuze which bears his name; and for the extensive use of which I would respectfully recommend that Congress be asked to make some suitable acknowledgment, in the way of an appropriation of money, to be presented to the General by the department.

I have the honor to be, with high respect, your obedient servant,

H. A. WISE, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, December 30, 1864.

SIR: The bureau desires you to direct Mr. Parrott to suspend the manufacture of his one hundred-pounder (100) rifled guns for the navy, until further directions.

H. A. WISE, *Chief of Bureau.*

Commodore ROBERT B. HITCHCOCK,
U. S. Navy, West Point Foundry, Cold Spring, N. Y.

BUREAU OF ORDNANCE, *December* 30, 1864.

By the first opportunity request Admiral Porter to transmit, as soon as possible, a detailed report of the breaking of the Parrott rifles in the fleet, as a board is ordered to assemble here on the fifth of January, to consider the question.

H. A. WISE, *Chief of Bureau.*

SENIOR NAVAL OFFICER, *Hampton Roads.*

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
Washington City, January 4, 1865.

SIRS: You are hereby appointed a board to consider and report upon the subject of rifle cannon for the navy.

In consequence of the unfortunate failure of a number of the Parrott guns in the recent operations near Wilmington, the report of which will be submitted to you, and the loss of life attendant thereon, the confidence of the service has been seriously shaken in the guns of this manufacture, and some change or modification of the system is thus rendered necessary.

You will, therefore, investigate, as fully as possible, the causes of the failure of the Parrott guns in service generally, and state whether, in your judgment, they are still worthy of confidence, and should be continued as the rifle guns of the navy, or whether they shall be abandoned and some other gun substituted.

If you should decide upon retaining the Parrott system, you will state whether

the present calibres shall still be used; and if not, what calibres shall be rejected; also, whether it be advisable to reduce the charge and weight of projectiles for the several classes of the guns you may propose. If, however, you decide to abandon the Parrott system entirely, you will then designate either a new rifled gun or a new mode of manufacturing rifled guns, which, in your opinion, will be the safest and best for the naval service, keeping in view the question of economy in manufacture relatively with the results anticipated from the charge.

Having thus decided upon a rifled gun, or a mode of manufacturing them, you will state in what proportion they shall be placed in the batteries of our ships.

A full record of your proceedings must be kept, and a detailed report made to this bureau of the results of your deliberations; to aid you in which, the files of this office are placed at your disposal.

I am, sirs, your obedient servant,

H. A. WISE, *Chief of Bureau.*

Commodore J. S. MISSROON, *United States Navy.*
Commodore R. B. HITCHCOCK, *United States Navy.*
Commodore T. A. HUNT, *United States Navy.*
Lieutenant Commander R. AULICK, *United States Navy.*
Lieutenant Commander W. N. JEFFERS, *United States Navy.*

NAVY DEPARTMENT,
Washington City, January 18, 1865.

SIR: In accordance with your order of the 4th instant, we have carefully considered the points therein submitted for investigation, and have the honor to report as follows:

We find that seven hundred and three (703) Parrott guns of all calibres have been issued to the naval service, (as shown in table A,) and that of this number twenty-one (21) have burst or been otherwise injured by explosion.

Several of the injuries have appeared in fractures or rents, enabling the withdrawal of the guns from service in time to avoid casualties, and many of them have occurred in the chase or at the muzzle, and not, as is customary with other guns, at the breech; thus affording evidence that they arose from the premature explosion of shells within the guns—a fact which is proven by the direct testimony of several officers in charge at the time.

Such premature explosions of shells within rifle guns have frequently occurred without apparently injuring the guns, while in other cases causing their instant rupture. But although the guns were apparently not injured, there is no proof that they were not really so, and much presumptive evidence that they were; for, although we find by the records that many premature explosions of shells have been reported to the bureau at different times, by which the gun was not apparently injured, yet on no occasion has it seemed to occur to the officer so reporting that an examination of the gun itself was necessary to determine what effect had been produced by such premature explosions.

Thirty-three (33) premature explosions in one hundred and twelve (112) rounds have been reported in target practice with guns of all calibres, and not one word said of any examination of the guns. There is, however, one instance that occurred, in the proof of a 100-pounder at Cold Spring, which is conclusive on this point. At the second fire of this gun a shell exploded prematurely, and the gun showed no apparent injury, and stood the ten proof rounds without bursting; but a subsequent examination showed it to be seriously cracked in the bore, and it was rejected.

Brigadier General Turner, chief of artillery in the department of the south,

during the operations against Charleston, states (see General Gillmore's report, p. 155) that "a most serious matter was the premature explosion of shells, of which so many have occurred in our firing. The shock produced by an explosion of a shell within a gun cannot but tend rapidly to destroy it; indeed, in instances which have come under my personal observation, I am confident it was the direct and immediate cause. In one instance of the bursting of a 100-pounder, where the breech had been blown from the reinforce, I found the base of the shell in the gun. The shell had prematurely exploded, leaving the base in the gun; it had taken the grooves, and was left perpendicular to the axis of the piece, and some inches in the rear of its first position, showing that the last force acting upon it was from the explosion of the powder in the shell."

The same report says, page 139, that "the frequent instance of premature explosions which occurred with shells (from the Whitworth guns) made it necessary to abandon the use of shells entirely."

The records show that this subject of the frequent premature explosions of shells in the rifled guns has been fully appreciated by the bureau, and that experiments for the purpose of obviating it, by coating the interior surface of the shells, have been made for more than a year past.

These experiments show that as the coating became more and more perfect, the premature explosions of the shells decreased, until they ceased entirely; seven hundred (700) rounds having been fired without a single instance of such explosion of the shells, or injury to the guns.

This result has only been obtained within the last few weeks, and consequently is not known to the service generally—nor were the shells which have heretofore been issued for service coated inside, because until now no substance was found for coating them which seemed to fill all the required conditions, though some few have been partially protected.*

As these experiments may not, however, be considered sufficiently extended to be conclusive, and as the premature explosion of shells is shown to be certainly one cause of the failure of the Parrott guns, and is, in the opinion of the inventor, the principal one, we think that this subject should be so fully tested as to place the question of this cause of bursting of those guns beyond dispute, and also whether it be possible to obviate it entirely or not.

We therefore recommend that a series of experiments be at once instituted at Cold Spring, (or such other point as the bureau may designate,) to be conducted in the following manner:

Three guns, say 100-pounders of exactly the same character in every respect, that is, made of the same iron, melted at the same time and in the same manner, and cast all at once from the same pool, should be placed side by side and fired 1,000 rounds each, with service charges of powder and shells of the same description and weight; the shells from one gun to be unloaded, (but brought up to weight by filling them with sand or some other non-explosive material;) then those from the second gun to be loaded and fuzed, but not coated on the interior; and those from the third gun to be coated on the interior with the new composition, and loaded and fuzed exactly as those from No. 2. In every other respect the conditions of firing should be exactly the same, including, for a certain number of rounds, rapidity of firing.†

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* Extract from letter of Lieutenant Commander Temple, steamer Pontoosuc, January 7, 1865, engaged in the bombardment of Fort Fisher, December 25 and 26: "I have taken care to provide myself entirely with asphaltum lined shells; and, although every other vessel about us had repeated premature explosions, we had not a single one."

† Some of the 150-pounders and 100-pounders recently made have been cast hollow on the Rodman plan, but very few—five 100-pounders—have been issued to the service. As, therefore, the great majority of these guns in service were cast solid, we are of opinion this experiment should be made with *solid* cast guns, as more fully representing the guns now in service.

It is believed that these experiments will fully test both guns and projectiles under all the circumstances that are like to occur.

We are of the opinion that from the result of these experiments it should be decided whether the Parrott guns are to be retained or withdrawn from service; for, after a minute and careful investigation of all the information we have been able to obtain, as well as from the records of the bureau, the testimony of Mr. Parrott (see paper marked D) and our own personal experience, we find it impossible to decide at present.

Pending this decision we considered it proper to recommend to the bureau (see letter of January 11, marked E) that a general circular should be issued directing certain reductions of the charge of 100-pounders, and other precautionary measures to be taken, by which it is hoped that serious acidents may be hereafter obviated.

That these guns have in some instances been injured by other causes than the premature explosion of shells, such as the use of compressed powder, projectiles deemed by Mr. Parrott unsuitable for guns of his construction; by keeping guns loaded for a great length of time, and also by neglect in the heat of battle to lubricate the projectiles, as required by the Ordnance instructions, a most necessary and important precaution, having for its object not only the free movement of the projectile, but particularly as a means of neutralizing the tenacious deposit from the powder, which is admitted in some cases to have been done, there seems little doubt but they are exceptional cases.

The compressed powder used at one time in the Parrott guns was authorized by the bureau on the recommendation of Mr. Parrott and the ordnance officer stationed at his foundry, but having proved injurious its use has been discontinued.

That premature explosion of shells will burst rifle guns of wrought-iron as well as those of cast-iron is shown by an instance stated in the English Army and Navy Gazette, of December 24, 1864, to have recently occurred in England in the trial of an Armstrong gun.

Table B, appended hereto, shows the extreme endurance of Parrott guns in proof and in service as far as we have been able to obtain it. The reports of service are, however, by no means full, and some reports date more than a year back. It may be assumed, therefore, that many guns stood more firing than is shown by the table.

Table C shows the number, manner, and cause of failure of these guns in service as far as reported. In this case, also, it should be remarked that the reports are very incomplete, and in some instances give no data on which to found an opinion as to the cause of failure.

In consideration of the endurance exhibited by the Parrott rifle guns in proof and in service, we deem it proper to state that, in our opinion, the bureau was fully justified in adopting them for the naval service as the best guns to be obtained to meet its immediate wants, various other systems of cast-iron rifled ordnance having either failed, or been withdrawn from service as unreliable.

We therefore, in the belief that the guns of this description which have burst or failed may have been affected by one or more of the causes heretofore enumerated, especially the explosion of shells within them at the time of bursting or previously, recommend the retention of all classes of those guns, except the 150-pounders, until the experiments herein recommended shall have been made.

We would also suggest the immediate withdrawal of such of the Parrott guns as may have been subjected to any of the deteriorating causes indicated above, and that they be issued to vessels of the navy only as chase guns, not to exceed two for large and one for small vessels, exclusive of rifled howitzers.

With respect to wrought-iron cannon all the official information to which we have access shows that the results in large calibres have not been favorable to their endurance, and in many cases they have shown less strength than cast-iron guns. Instance the original gun of the Princeton, the Oregon, which

cracked, and the second gun, the Peacemaker, which burst explosively, causing great damage.

The 13-inch gun, made within the past year by Mr. Ericsson, has been able to sustain but a very limited number of rounds.

An 80-pounder, constructed in the Washington navy yard, also a gun of the same calibre, made by Messrs. Seyfert, McManus & Co., at Reading, showed decided flaws before proof.

Several wrought-iron cannon, of the manufacture of Mr. Horatio Ames, have been subjected to trial; one, of the calibre of a 50-pounder, enduring 1,600 rounds; and, although showing deep fissures at the bottom of the bore, yet might still endure an indefinite number of rounds, the experiments having been suspended on account of excessive enlargement of the vent.

A cast-iron 50-pounder of the same model endured 2,000 rounds. These calibres have sufficient endurance in cast-iron or the banded guns of Mr. Parrott.

The semi-steel guns of Mr. Norman Wiard, of the calibre of 50-pounders, were experimented upon; but the very limited and unequal endurance of these guns, one bursting after nine rounds, caused the abandonment of experiments in this direction.

Nor have the published official and semi-official accounts of the endurance of foreign rifled ordnance of heavy calibres always been so satisfactory as to lead us to recommend the entire adoption of the wrought-iron, or any other system, to the exclusion of the banded cast-iron. The Armstrong 10-inch 5, and other heavy calibres of various makers, have endured but a limited number of rounds, and then the former burst explosively by blowing out the breech.

A Whitworth 70-pounder rifle gun, now at the ordnance yard, has commenced to unscrew at the breech, and the trunnion band is badly cracked after thirty-two rounds. Two others, captured in a blockade-runner and placed in battery on Morris island, were disabled after a hundred and ten fires. Even the 110-pounder Armstrong does not appear to be exempt from serious defects as a naval gun, as the rupture of a shell in the bore of one appears to be capable of destroying the gun. (Vide Army and Navy Gazette, December 24, 1864.)

The Ames gun, lately submitted to proof before a joint commission of the army and navy, a member of this board being also a member of that commission, has shown great strength and endurance, although fissures were developed at an early stage of firing; but in its present shape it is of too small a calibre and unsuitable form and weight for any service in any class of vessels in the navy. But as the inventor does not claim any peculiarity of form, but only in the mode of manufacture, and asserts his ability to make guns in any form, we recommend that a gun be designated by the bureau of suitable calibre, form, and weight for the turreted vessels, and submitted to proof, and that the 150-pounders in those vessels be immediately withdrawn, as the effect of an explosion in vessels of that class could not fail to be most disastrous.

Until the opinions herein expressed have been verified by the experiments which we recommend, we do not feel prepared to make a final decision upon the questions submitted to us; and we therefore respectfully suggest that further consideration of them be, for the present, suspended.

According to the requirement of your order, we have kept a daily record of our proceedings, a copy of which, with other papers relating thereto, is hereto appended

We are, sir, very respectfully, your obedient servants,

J. S. MISSROON, *Commodore U. S. N.*
R. B. HITCHCOCK, *Commodore U. S. N.*
T. A. HUNT, *Commodore U. S. N.*
R. AULICK, *Lt. Commander U. S. N.*
WM. N. JEFFERS, *Lt. Commander U. S. N.*

Commander H. A. WISE,
Chief of Bureau of Ordnance.

A.

Table of Parrott rifled guns now in use in the navy—January 1, 1865.

Calibre.	Number issued for service.	Number failed.	MODE OF FAILURE.				Known to be cracked by premature explosion of shells.
			Cracked or breech blown out.	Cracked or burst through band.	Cracked or burst between band and trunnion.	Cracked or burst at muzzle.	
150-pounder	35	2	.....	.....	.....	2	2
100-pounder	176	14*	2	4	1	5	4
60-pounder.	9	.....	.....	.....	.....	.....	.....
30-pounder	302	3	.....	2	.....	1	1
20-pounder	181	2	.....	.....	1	1	2
Total	703	21	2	6	2	9	9

* No data of the bursting of two of these guns. Besides the five 100-pounders reported to have burst in the attack on Fort Fisher, unofficial information has been received that thirteen other guns of different calibres were so injured as to be unserviceable; but no details of *any kind* are known, upon which to form an opinion of the cause or character of the injuries.

B.

Extreme endurance of Parrott guns in proof and service.

Calibre.	10-inch.	8-inch.	100-pounders.	60-pounders.	30-pounders.	20-pounders.	10-pounders.	Where used.
Proof firing.	.....	420†	1,000	500	.....	.....	1,000	Foundry.
Subsequent.	.....	.....	300	.....	.....	.....	300	Do.
In service	1,206*	1,400*	1,590*	.....	4,650*	.....	.....	Morris island.
Do	.....	.....	1,150*	.....	.....	.....	.....	Do.
Do	.....	660	.....	.....	.....	.....	.....	Naval battery.
Do	.....	660	.....	.....	.....	.....	.....	Morris island.
Do	.....	522	.....	.....	.....	.....	.....	Monitor turret.
Do	.....	517	.....	.....	.....	.....	.....	Do.
Do	.....	.....	740	.....	.....	.....	.....	U. S. steamer Genesee.
Do	.....	483	.....	.....	.....	.....	.....	U. S. steamer Ottawa.
Do	.....	368	.....	.....	.....	.....	.....	U. S. steamer Monongahela.
Do	.....	599	.....	.....	.....	.....	.....	Morris island.
Do	.....	.....	445	.....	.....	.....	.....	U. S. steamer Southfield.
Do	.....	.....	430	.....	.....	.....	.....	U. S. steamer Pawnee.
Do	.....	.....	411	.....	.....	.....	.....	U. S. steamer Octorara.
Do	.....	.....	.....	.....	380	.....	.....	U. S. steamer Black Hawk.
Do	.....	.....	.....	.....	347	.....	.....	U. S. steamer Granite.
Do	.....	.....	.....	.....	267	.....	.....	U. S. steamer Estella.
Do	.....	.....	.....	.....	.....	2,000*	.....	Vicksburg.
Do	.....	.....	.....	.....	.....	713	.....	U. S. steamer Niphon.
Do	.....	.....	.....	.....	.....	409	.....	U. S. steamer Owasco.

* Burst in service. † With Hotchkiss Schenkl shell of 200 pounds.

C.

Vessel on which mounted.	Date of injury.	Class.	Number.	Charge.	Kind of powder.	Kind of projectile at time of explosion.	Place of fracture.	Shells lined or not.	Premature explosion of shells at time of injury.	Previous premature explosion of shells.	Total number of fires.	Cause of failure.	Remarks.
	1863.												
Patapsco	July 22	VIII-in.	6				Slight crack at muzzle			1		Probable explosion of shell.	
	1864.												
Pequot	Sept. 12	do	59	16 lbs. No. 7	Dupont	Parrott's P. F.	3 ft. 10 in. from muzzle	Not lined.	1	5	57	Explosion of shell	
Hunchback	June 19	100-pdr.	2	10 lbs. No. 7		Schenkl	23 in. from muzzle		1		220	do	Projectiles not greased.
	1862.												
Westfield	Oct. 31	do	4	Doremus's compressed powder had been used.			Burst				138	Use of compressed powder.	Burst at breech and opened the band in several places; last 18 rounds compressed powder.
	1863.												
Mahaska		do	6	10 lbs. No. 7	Dupont	Schenkl shell.	36 in. from muzzle		1	4	350	Explosion of shell	From 6th to 18th fire four premature explosions.
	1862.												
Com. Barney.	Apr. 10	do	11				At muzzle		2			do	At 6th and 11th rounds premature explosion broke muzzle both times.
	1864.												
Cimarron	Feb. 15	do	21				22½ in. from muzzle		1		118	do	Schenkl shell had been in the gun 40 days.
	1863.												
Paul Jones	July 18	do	24				Burst				78	Insufficient data	Fracture from trunnion to rear of band.
	1864.												
Juniata	Dec. 25	do	29				Burst					do	
Com. Perry	June 17	do	44	10 lbs. No. 7			Burst at breech				226	do	Projectile not greased; band broken in 3 pieces. 1 killed, 5 wounded.
Quaker City		do	137										
Mackinaw	Dec. 26	do	141	10 lbs.			Burst; breech blown out.				177	No details to show cause, other than failure of gun from want of endurance.	
Ticonderoga	Nov. 14	do	162	10 lbs		Parrott L. S.	Burst at muzzle		1		12	Explosion of shell	
Yantic	Dec. 24	do	166	10 lbs. No. 7	Dupont	Per. shell	Breech blown out				19	No details to show cause, other than failure of gun from want of endurance.	
Mendota	July 24	do	238	10 lbs. No. 7		Parrott shell.	Cracked from trunnion to band.				159	do do	At the time of injury the shell exploded 2½ miles from gun. Hotch. percussion fuze projectiles greas'd.

C—Continued.

Vessel on which mounted.	Date of injury.	Class.	Number.	Charge.	Kind of powder.	Kind of projectile at time of explosion.	Place of fracture.	Shells lined or not.	Premature explosion of shells at time of injury.	Previous premature explosion of shells.	Total number of fires.	Cause of failure.	Remarks.
	1864.												
Ticonderoga.	Dec. 24	100-pdr.	311	10 lbs. No. 7...	Hazard.	Shrapnell....	.....	Not lined.	....	....	49	Want of endurance	Burst at 37th fire. 8 killed, 12 wounded.
Montgomery.	May —	30-pdr.	11	.....	.....	.....	Cracked at vent.....		....	....	47	Unknown.....	Crack from vent, transverse.
Connecticut.	May 3	..do....	35	3¼ lbs. Dorem's comp'd powder.	.....	Unload'd shell	Cracked thro' breech; band also cracked.		....	....	168	Compressed powder	Projectiles greased.
Calypso.....	Nov. 8	..do....	59	.....	.....	Shot.....	Burst.....		....	....	....	Probably from striking of shot.	This gun had been struck on band by a shot or shell. Had been in Monticello. 20 rounds fired on Calypso.
Quaker City.	Feb. 4	20-pdr.	92	Doremus's compressed.	.....	.....	18 in. muzzle off.....		....	....	....	Explosion of shell.....	At same exercise a premature explosion occurred in another 20-pounder.
Union.....	Jan. 16	..do....	240	2 lbs.....	.....	Schenkl shell.	Over seat of shell		1	....	....	.....do	Navy time fuze. 8 rounds had been previously fired at the time of injury to the gun.

D.

Questions asked Mr. R. P. Parrott, with his answers thereto.

Question 1. How do you know in banding your guns that the band may not be shrunk on too tight; or, in other words, that the shrinkage may not be so great as to compress the cast-iron beneath it, thus changing its structure by upsetting or displacing the crystals, and consequently diminishing or destroying its strength?

Answer. In my opinion it is not sufficient to do so. Every gun is turned, and band bored to the same gauge—that is, the difference between the diameter of the band and gun, *cold*, before band is put on, is always equal to one-sixteenth of an inch to the foot.

Question 2. Has it not actually occurred in practice at the foundry that the band has been shrunk on too tight?

Answer. No. In the first 30-pounder, in putting on the band, the bore was found to be reduced about 0 inch .01. A similar result was also found with a 100-pounder gun. On this account I prefer to do the finishing out and rifling of the bore after banding the gun. I have, however, finished bores entirely before banding, as was the case with all the old army guns banded for experimental purposes.

Question 3. If it should occur, will it not, in your opinion, be sufficient to account for the blowing out of the breech of so many of your guns?

Answer. If too much compressed it might damage the gun; but I do not think that a *band of the thickness we use* could be put on with sufficient force to do so. I think that if any excess in shrinkage exists the band would adjust itself. It is always put on at a uniform heat—what is called "red in the dark." I do not think that in any *case* the bands have been put on so as to weaken the guns. The band is intended to guard against longitudinal splitting, which is the manner in which guns usually fail; and, of course, if this is prevented, the gun fails in the next weakest place. We banded a lot of old army guns, and all the banded guns stood well, whilst several of the unbanded ones failed.

Question 4. Have you any experimental results relative to the amount or difference of shrinkage in similar bands? Have you any means of securing uniformity?

Answer. I have no experimental results to determine shrinkage, beyond daily practice in making guns. They are all prepared with a uniform difference of one-sixteenth of an inch to the foot. This difference is absorbed partly by the extension of the band, and partly by compression of the cast-iron. The band would be of no use if its effect was not felt at the bore.

Question 5. Would any modification of the form of the band, or method of putting it on, make it more uniform in its action, or give it greater strength?

Answer. I do not think it would be well to change the form of the band. Of course a longer and heavier band would be stronger; but I do not think the difficulties lie in that direction. I should be unwilling to depend on the band for giving longitudinal strength. It has not much strength in that direction. Bands shrink more in the centre than at the ends, and consequently there can be no "nip" at those places. I do not think that there would be any difficulty in lengthening the forward part of the band a little; but I think it would do little or no good in obviating the accidents in that part, which are caused by the explosion of shells. I think it would be a confession of weakness in that direction, which does not exist.

Question 6. Have you ever tried to band one of your guns cold—that is, by simple pressure, hydrostatic or otherwise?

Answer. I have never tried banding cold, because I do not think it so good and certain as banding hot. It is fully practicable, but the abrasion of the iron,

if the band were forced on with the same tension as I obtain by putting it on hot, would deprive it of the expected accuracy.

Question 7. What is your opinion of the premature explosion of shells, and its effect upon the gun?

Answer. In rifle cannon there are many new elements and things to learn, which have not yet been solved by direct experiment. I think that the premature explosion of shells is the great cause, if not almost the only cause, of the bursting of these guns. Sand or dirt would wedge the shell in the gun, the windage being so small, which I have no doubt caused a few guns to burst at Morris island.

Question 8. What security have you that the shells are not frequently crushed in the gun by the shock of the discharge, independently of any premature explosion of the powder in the shells? Have no unloaded shells ever been broken in the guns?

Answer. I have no evidence that the shells want strength, after the experience of many thousand fires, to stand the direct shock of the discharge. No unloaded shells, so far as I recollect, have ever broken in the guns. A great many unfilled shells have been fired, and none broken in the gun. One hollow shot did break; but in these projectiles the cavity is in the rear end, and the base not quite so strong as that of the shells. Bands of shells sometimes fly off, or break, but I do not think that this endangers the gun. I think that imperfect forces may have sometimes caused accidents, but I have no knowledge that the spelter rings have ever failed; though, as first made, they might have been a source of accident by flame getting down alongside the thread of fuze-hole into the shell. I have never known, after hundreds of fires, a fuze of any kind to be driven into the shell.

Question 9. What advantage do you expect to derive by an increasing twist in the rifling, over the regular or uniform twist? Is there any danger of wrenching off the muzzle by the "nip" the projectile receives at that point?

Answer. The principal advantages to be gained by the increasing twist are that the projectile takes the grooves more readily, that a higher rotation may be more easily obtained, and a stronger band used with the projectile. Bands of hard metal take the grooves fairly, which they would not do so well with a regular twist. If the groove is straight, the band enters it directly; but if curved, it has a tendency to ride over the grooves before complete expansion. No gun has ever broken at the muzzle, except by the premature explosion of a shell, within my knowledge.

Question 10. Could the weight of the projectile, and the charge of powder for the 100-pounder, be reduced, say to eighty pounds for the former and eight pounds for the latter, without materially diminishing the efficiency of the guns, and would not such reductions increase materially the endurance of the gun?

Answer. The short shell is a good projectile, and its use would not materially diminish the efficiency of the gun, while the endurance would certainly be increased by such reductions. The heavy shell, and ten-pound charge, give greater power, of course, and in cases where very long range and great shell power are required it may be necessary to use them, and they were designed for such purposes.

Question 11. Are Parrott shells cast with a hole in the base, for the purpose of more readily cleaning them? If so, by what means is the hole plugged, or closed?

Answer. The Parrott shells, above 60-pounders, are now cast with a hole in the base for steadying and centring the core in the flask. This hole affords facility for cleaning them, and is filled by a rivet, having a head, which effectually prevents them being driven into the shell; no instance of it having been driven in, in many hundred recovered after having been fired.

Question 12. May not premature explosions be caused by the crushing of shells in the bores of rifled guns, when the shells are porous?

Answer. I do not believe that premature explosions occur by the crushing of my shells within the bores. By the mode of casting them with the base downward, the liability to have porous metal at the base is removed. There is a solitary instance known to me of crushing a projectile within a gun (a hollow shot) in many thousands that have been fired.

Question 13. May not the imperfect adjustment of the fuze, the weakness of the spelter rings, or the imperfect manufacture of the time-fuze, be another cause of premature explosion?

Answer. I think that the original spelter ring (cast) did admit the probability of the gas entering the shell and exploding it; but those now made by being *cut*, and having a "shoulder," removes that probability. Imperfect fuzes, or imperfect adjustment of fuzes, would, of course, be liable to admit gases into a shell; but not more so in the Parrott than in any other shell.

I would respectfully submit to the board the following remarks as due to the importance of the subject and to my own position.

R. P. PARROTT.

WASHINGTON, *January* 16, 1865.

I am unable to find, on revising my correspondence, that I have failed to express, on all proper occasions, my opinion that most of the accidents to my guns have resulted from premature explosions of loaded shells taking place within the bore; although I believe that the sand blown, or otherwise accidentally carried into the guns, was an operating cause of bursting at some of the positions on Morris island.

But I do find that I have failed to give as decided an expression to my views as the importance of the subject required. The partial success of the trials made experimentally at this place to prevent premature explosions of shells, and the prospect that means entirely efficacious would soon be found, have induced me to look upon the difficulty as one which would shortly be remedied; and indeed I can say that it has been by the precautions now taken in firing loaded shells, which consist in lining the interior with a substance effectually covering the rough surface of the iron.

The great danger connected with these premature explosions is the injury which the gun may suffer from a single one, not, probably, fatal at the instant, but leaving the gun impaired, and causing its destruction under subsequent firing. Thus doubt and distrust are thrown upon the character of the guns, which burst without any cause assignable at the time of failure. I do not suppose that one or many shells could not explode in the bore of rifled cannon without serious danger to the gun, but have no doubt that it *might* be destroyed by a single explosion of a shell, and fear that irreparable damage would be caused by some one out of not a very large number of such accidental explosions.

I must say that the apprehensions I have expressed on this subject have been received with not a little doubt, and that I found most persons skeptical in regard to the *causes* of the explosion of shells in the bores of rifle cannon, and some as to the *danger* of such explosions, from whatever cause.

In referring the premature explosions of rifle shells to the friction or attrition to the powder contained in them, I do not, of course, deny that such explosions may sometimes be the result of defects of the shells or of the fuzes; but I do say that with ordinary care taken in respect to the inspection and other points, few, if any, of my shells will explode prematurely, except by the friction of the powder within; and that, if the interior surface of the shell is effectually covered, these explosions will cease.

What I state has been derived from actual trial, and is substantiated by facts officially noted in the proof and inspection of rifle guns.

It has often been asked why should the rifle shell explode prematurely more frequently than the spherical? It may be answered that if the rifle shell is charged with only the same quantity of powder as suffices to fill the spherical of the same calibre, explosions will rarely, if ever, take place. But as the rifle shells hold from three to four times as much powder as the spherical, the greater weight of powder, and that in a long column, must, by its reaction on the firing of the gun, press with much greater force, and by friction, either on the bottom or along the sides of the cavity of the shell, (if left rough as cast,) cause an explosion.

Such being the facts in respect to the explosions of rifle shells, and the means of preventing them, are they the causes of the unequal endurance and unlooked-for bursting of the guns?

I am unable to trace any connexion between the bursting of guns and the time of manufacture. The difficulties of procuring supplies of material and of labor have been unexampled within my experience; but I am not aware of any deterioration in the work, and feel confident that there has been none which can possibly account for the failure of guns, though the supposed necessity for assigning *some* cause, such as would be applicable to ordinary cannon, has led to the supposition that a gun which fails must have been bad from the beginning.

It would be as unjust to expect of me to foresee all the difficulties which may arise in the use of a system of ordnance so new as that of rifle cannon, as it would be presumptuous on my part to pretend to do it. I cannot think, however, that the merits which mine have exhibited are merely accidental, but believe that, from the uniformity of plan and the results with the extreme sizes, no intermediate class can be wrong in principle. I know of no possible cause, other than the explosion of the shells, which would account for the bursting of my guns *near the muzzle*. It has been known to happen the very first round fired from the gun after a very few, after some hundreds; and in the two 10-inch guns destroyed in this way—one after twenty-seven, and the other after one thousand and four fires in actual service. In a very few instances it has happened with the 30-pounder guns after quite moderate use, and in one it did not take place up to four thousand six hundred and fifteen fires.

Again, as to those peculiar modes of bursting, by which portions of the cast-iron are blown off forward of the wrought-iron reinforce, or near the trunnions, after leaving all the rest of the gun still connected together, how can it be supposed that these accidents, occurring after very irregular periods of service, can be the results of any uniform and natural action of the charge? The explosion of so much additional powder as the shells contain, though undoubtedly adding materially to the strain upon the gun, might not seriously damage it; but as the base of the shell will probably be in one piece, with the ring connected, and the sides of the projectile driven laterally against the bore, it is not surprising that partial jamming of these should take place, and try the gun to a dangerous point.

I have portions of the front or curved end of a shell burst in the gun, which are so marked as to show these fragments to have been violently forced into the grooves. Although I conceive that the failure of the guns at any part forward of the reinforce is certainly due to accidents occurring with the projectile, I cannot conclude that similar accidents might not cause the bursting of the gun in another part depending on the position of the shell at the time. In one instance, at Morris island, the base of the shell was actually found in the gun after the blowing off the breech.

In other cases the cast-iron may be so injured by previous explosions as, in bursting, to carry the band with it.

In conclusion, I would express my belief that I have correctly assigned the causes of the bursting of my heavy guns. I do not consider that they are less safe than ordinary cannon when subjected to the same regularity of strain.

On account of the very uncertain action of shells prematurely exploded in the bores of rifle guns, we are unable to determine the extent of injury, therefore, and cannot judge of the number of rounds which the guns can subsequently be expected to endure with safety.

At the same time I am satisfied that the means now used do effectually prevent the premature explosion of the shells, and thus remove the greatest cause of danger to the guns, it is due to the subject and to myself that I should advert to the firing of other projectiles than my own in my heavy guns. I cannot but think that many shells much inferior to those which the same makers would now supply have been used in my rifle guns, as well as many projectiles of an experimental kind.

The action of powder in the rifle takes place under circumstances very different from those existing with the spherical projectile, and, in my judgment, far too little consideration has been heretofore given to this point as connected with the durability of the guns.

R. P. PARROTT.

NAVY DEPARTMENT,
Washington City, June 30, 1865.

SIR: In accordance with the order of the Navy Department of the 12th instant, reconvening the board on rifle ordnance, (adjourned on the 18th January last, to await results of certain experiments suggested by said board, which have since then been conducted by Captain Joseph F. Green, under the particular instructions of the Bureau of Ordnance, hereto appended, and marked 1,) we have the honor to state that we reassembled here on the 27th instant, after having conducted several additional experiments, and inspected the condition of the guns and projectiles used in the recent trials at Cold Spring, New York, under the orders of the Bureau of Ordnance.

It appears by the course of the experiments of Captain Green that one thousand (1,000) rounds were fired from each of three 100-pounder Parrott rifle guns of nearly similar weight, density, and specific gravity of metal, and cast nearly about the same period of time, which were selected by the chief of the Bureau of Ordnance, and assumed to fairly represent the guns of that class and calibre now in service. One-half or five hundred rounds from each gun were fired with full charges of ten pounds Hazard rifle powder and the long shell of 100 to 104 pounds weight, and the remaining five hundred rounds with eight pounds of same powder and shells of 80 pounds weight, by your special order to Captain Green.

From one of these guns (No. 242) 1,000 shells "coated" were fired.

From another of these guns (No. 256) 1,000 shells not coated were fired.

From another of these guns (No. 239) 1,000 shells brought to weight by sand and sawdust were fired, and with the following results in premature explosions:

Coated shells, (long,) 8 exploded within the bore; coated shells, (long,) 3 exploded without the bore; coated shells, (short,) 3 exploded within the bore; coated shells, (short,) 9 exploded without the bore; not coated, (long,) 7 exploded within the bore; not coated, (long,) 1 exploded without the bore; not coated, (short,) 4 exploded within the bore; not coated, (short,) 18 exploded without the bore; and the same number (viz: 1,000) were fired from No. 239, filled with sand and sawdust, for the purpose of testing the relative endurance of this class of gun, independent of premature explosion of shells, and also to test the resistance of the shells themselves to rupture under the effect of the charge of the gun.

Four thousand and eighty (4,080) Parrott shells of 20, 30, 60, 100-pounder

and VIII-inch calibre, have been fired since the 24th June, 1863, in the proof of navy guns at Cold Spring foundry. These shells were either not loaded or had only a blowing charge—in no instance did any one of the shells break. The army during the same time fired a larger number of shells with the same results.

From this it may be fairly inferred that the Parrott shells are never crushed or broken in the gun by the shock of the discharge.

Of all these premature explosions thirty-four (34) occurred with shells prepared with the navy metal-stock time fuze, and ten (10) with the navy time fuze, with the safety plugs removed, in Parrott's metal stocks, and eleven (11) with the Parrott percussion fuze.

The annexed table gives a synopsis of the report of Captain Green:

Date.	Gun No. 239, coated shell—No. of fires.	Gun No. 256, uncoated shell—No. of fires.	Premature explosions of shells.		Enlargement of bore, in. from muzzle.	Enlargement of bore.	Temperature of air.	Kind of fuze—percussion.	Kind of fuze—time.	Remarks.
			In.	Out.						
1865.										
April 17	.....	3	1	.....	66½	.009	51	1	....	
20	.....	35	1	.....	82½	12	60	1	....	
	.....	37	1	.....	87	9	55	1	....	
24	.....	80	1	.....	85½	5	45	.....	1	No fuze in P. stocks.
25	158	.....	.....	1	64½	8	67	1	....	
26	.....	166	1	.....	69½	12	65	1	....	
27	244	.....	1	....	58 to 115¾	5	82	.....	1	
28	294	.....	.....	1	.....	0	75	.....	1	
29	.....	278	.....	1	117	4	58	.....	1	
	332	.....	1	.....	112	4	70	.....	1	
May 8	343	.....	.....	1	39	4	70	.....	1	N. M. S. F. fuze.
15	403	.....	1	.....	71	8	76	1	....	
	415	.....	1	.....	.....	0	74	1	....	
16	.....	416	1	.....	44½	19	72	1	....	
	427	.....	1	.....	59½	4	80	.....	1	N. fuze in P. stocks.
	432	.....	1	....	35½ and 36	8	80½	.....	1	
	438	.....	1	.....	36½	5	79	.....	1	
17	.....	430	1	.....	64½	6	87	.....	1	
16	447	.....	1	.....	27	4	93	.....	1	
20	526	.....	.....	1	118¼	5	79	.....	1	N. M. S. F. fuze.
22	.....	552	.....	1	.....	.....	72	1	....	
	.....	575	1	.....	82½	5	67	1	....	
23	.....	599	1	....	81 and 93	7	66	.....	1	
25	681	.....	.....	.....	56	4	64	.....	1	Doubtful if in or out.
	.....	681	.....	1	118½	5	64	.....	1	
26	.....	755	1	.....	95½	2	74	1	....	
27	.....	777	.....	1	98	2	66	.....	1	
	.....	786	.....	1	100	5	64	.....	1	
	791	.....	.....	1	.....	0	62	.....	1	
	796	.....	1	.....	118	3	68	.....	1	
29	.....	789	.....	1	82	4	62	.....	1	
	.....	793	.....	1	40	6	62	.....	1	
30	.....	833	.....	.....	64	3	72	.....	1	Doubtful if in or out.
	.....	845	.....	1	.....	0	76	.....	1	

SYNOPSIS—Continued.

Date.	Gun No. 239, coated shell—No. of fires.	Gun No. 256, uncoated shell—No. of fires.	Premature explosions of shells.		Enlargement of bore, in. from muzzle.	Enlargement of bore.	Temperature of air.	Kind of fuze—percussion.	Kind of fuze—time.	Remarks.
			In.	Out.						
1865.										
May 30	848	.....	.....	1	119	5	72	.....	1	
	.....	847	.....	1	80	.006	76	.....	1	
31	.....	880	.....	1	79	4	82	.....	1	
	.....	882	.....	1	.....	0	82	.....	1	
	881	.....	.....	1	113¾	5	78	.....	1	
	886	.....	.....	1	83	6	80	.....	1	
	891	.....	.....	1	.....	0	82	.....	1	
	892	.....	1	.....	115	6	82	.....	1	
	897	.....	1	.....	110	8	84	.....	1	
June 2	.....	891	.....	1	81	5	70	.....	1	
	.....	894	.....	1	68	8	70	.....	1	
	933	.....	.....	1	.....	0	70	.....	1	
	939	.....	.....	1	120¾	9	76	.....	1	
	947	.....	.....	1	.....	0	78	.....	1	
3	.....	926	.....	1	.....	0	80	.....	1	
	.....	939	.....	1	51	4	80	.....	1	
	.....	941	.....	1	114	6	80	.....	1	
	.....	950	.....	1	.....	0	80	.....	1	
5	.....	992	.....	1	114	4	74	.....	1	
	.....	993	1	.....	85½ and 87	5	74	.....	1	
	.....	996	.....	1	88	5	74	.....	1	

Gun No. 239:

From 1 to 200 rounds, Parrott shells, percussion case, from metal stock.
201 to 334 rounds, Parrott shells, percussion case, from New York.
335 to 401 rounds, ordnance shells, metal-stock fuzes.
402 to 476 rounds, Parrott shells, percussion case, from New York.
After 476 rounds, navy metal-stock fuzes.

Gun No. 256:

From 1 to 200 rounds, Parrott shells, percussion case, from metal stock.
201 to 333 rounds, Parrott shells, percussion case, from New York.
334 to 400 rounds, ordnance shells, percussion case, from New York.
401 to 475 rounds, Parrott shells, percussion case, from New York.
After 475 rounds, navy metal-stock fuzes.

In all the firing there were fired alternately twenty-five rounds from each gun fitted with percussion and time fuzes.

The board added the following experiments (by authority of the bureau) to the foregoing:

Fifty (50) rounds were fired with loaded long shells without fuzes, and securely plugged with wood and metal to exclude from the shells the flame of the discharge, of which number forty-three (43) exploded by concussion in striking the bank, at 1,760 yards distant, one (1) *in* the gun, six (6) failed to explode on striking the bank, and but one, therefore, exploded prematurely.

Five of these shells had one to five 6*d* nails placed in them to determine the effects of fragments of iron therein; the one having five nails exploded within the gun, and the remainder exploded on striking the bank at 1,760 yards distant. (Appendix A.)

The board also fired ten (10) loaded 100-pounder Parrott shells *without* fuzes, and with the fuze-holes open; seven of which exploded *outside* the muzzle, and none *inside*, and three by concussion on striking the bank, at 1,760 yards distant. (Appendix B.)

There have also been fired by the board several series, consisting, in all, of one hundred and eight 100-pounder shells, placed successively at 5, 10, 15, 20, up to 75 inches, from the full charge of 10 pounds of powder, (as per appendix,) which show that the position of the projectiles so placed lessen the recoil, and does not endanger the gun, while it does materially lessen the range of the projectiles.

It also fired ten 100-pounder Parrott long shells, loaded with the fuze-hole securely plugged, and the base-hole open, each of which (of course) exploded within the gun, near the seat of the charge, and were found in each instance, by "star gauge," to have produced an expansion of the bore equal to .028 of an inch. Recovered fragments of shells were also found to have been deeply indented by the grooves of the bore, into which they had been pressed, (as per appendix D,) thus showing the immense lateral pressure which an exploding shell exerts upon the walls of a gun, and its tendency to rupture it explosively when it occurs in discharging a gun. This tendency to rupture, we conceive, must always be reduced to certainty when the fragments of the broken shell wedge within the bore, as was the case on a recent occasion at Cold Spring with a 100-pounder fired for proof in presence of a member of this board. A fragment of the shell which burst this gun was recovered and inspected by all the members of the board, and its forward rounded end was indented by the rifling of the gun to the depth of .08 of an inch, clearly showing the great force with which it had been turned and jammed into the grooves.

In the foregoing trials all the precautions prescribed by the Bureau of Ordnance for loading rifle guns were carefully practiced, and impressions and measurements of vents and bores made at every twenty-five fires, and always after an explosion within the bore, to ascertain the commencement and progress of defects. And it further appears that all of these trial-guns have withstood the tests of the thousand fires and more to which they have been subjected, under rapid and, when circumstances permitted it, of very rapid firing, frequently averaging two to the minute, and seldom less than one to the minute, which is far in excess of action firing in ships-of-war.

Of the three guns used in these trials all were more or less scored or cracked around the lower part of the bore, while No. 239, that from which the sand-loaded shells were fired, was the most deeply so. This gun (by the authority of the Bureau of Ordnance) has been opened, and found to have four cracks, as per appendix annexed (E,) clearly demonstrating that the wrought-iron band materially aided in its endurance.

That this gun should have exhibited deeper cracks than those subjected to the straining effects of premature explosions of shells within the bores in addition to the strain of 1,000 fires, we attribute to a slight variableness in the qualities of the metals composing them, although their fabrication and composition, as exhibited by their recorded history, (appendix F,) and by mechanical tests, show them to be as exactly alike in every respect as it is possible to make them.

After due deliberation upon all the facts elicited by these experiments, and especially on the effect produced upon the three 100-pounder rifle Parrott guns used in this series of firing, with the former trials of this class of gun, where due care has always been observed in loading, we are of the opinion that the Parrott rifle guns of 6.4 inches calibre, and those of lesser calibres, are as reliable as any

guns at present within our reach, especially as the 100-pounder, as now used, with the short shell of 80 pounds, and 8 pounds of rifle powder, which charge and projectile have been verified in practice (upon the enemy since the report of the first attack upon Fort Fisher) as having been very accurate and free from accident, during a course of 15 hours' firing, as appears from the reports of Rear-Admiral Porter, of February 10 and 22, 1865. (Appendix G.)

The subject of wrought-iron guns, and other methods of manufacture, have not yet reached that point of perfection in this country as would justify our recommendation of their introduction into the naval service in substitution of the Parrott system—the Ames gun, heretofore recommended to the bureau for experiment, having failed to meet the expectations heretofore formed of them.

The method of Mr. Ames, although producing a gun of great strength, appears, from the results of the trials already made, to be deficient in certainty of welding, and no means exist of discovering or remedying these defective welds; two out of fifteen of these guns having burst explosively, in proof, by blowing out the breech.

When the board was at West Point foundry the members inspected a wrought-iron gun in progress of manufacture, which was very favorably considered, as the parts of which it is composed can be examined in all the stages of manufacture, and defective parts rejected or replaced. For this reason we recommend that a trial be made of a gun on this principle, with a view to test its endurance, under the supervision of ordnance officers.

With respect to foreign rifled cannon of wrought-iron, a semi-official notice has appeared, that the charge of the English naval 110-pounder has undergone a further reduction, and is now established at 10 pounds of powder, with a shell of 80 pounds, reducing this gun to the equivalent, in power, of the Parrott 100-pounder, so far as we have any information.

With regard to the accidents to the 100-pounder Parrott rifle-guns, which have elicited the convention of this board, the board can only say that where a failure to lubricate occurs, a residuum (of a slaty texture) of the powder forms so rapidly as to soon afford a means of jamming the projectile, and so completely, as to resemble the iron itself.

It is within the knowledge of the board that guns have been returned from service with their bores decreased by that cause, and where it was extremely difficult to detect a difference between the highly polished residuum and the iron itself, thus inducing error as to the actual condition of the bore.

As a point, having a direct bearing on the premature explosion of shells, we think it proper to here refer to some experiments conducted at Cold Spring since the first meeting of the board, by authority of the bureau, with a view to determine the effect produced on the powder charge of the shell in firing.

A 60-pounder shell (recovered) filled with powder, the fuze hole plugged with wood, was cut lengthwise, and exhibited perfectly the action that takes place at the moment of discharge while the shell is in the gun. The powder is driven to the base of the shell (or, strictly, the shell is driven upon the powder) with such violence as to compress it to the hardness of slate, the form of the grains almost entirely disappearing.

Fortunately, the driving in of the wood plug and sand, when the shell struck the bank, retained the powder almost entirely in the place it occupied after the first action of the charge of the gun, being only broken a little towards the fuze hole. The coating remained perfect between the hard mass of powder and the shell.

In shells recovered, where the powder had not been retained in its place by the driving in of the sand and plug on striking the bank, the powder was found completely pulverized.

This would, in our opinion, indicate that the heat generated by the compression of the powder in the shell by the shock of the discharge must be sufficient

to raise the temperature of the powder nearly to the explosive point, viz: 600° Fahrenheit, and that but little more would be needed to produce explosion, which may be effected by any slight abnormal cause, such as unusual friction, &c.

From the great number of premature explosions which occurred in shells fuzed with the navy metal-stock time fuzes, referred to, page 4, the board tried a number of unloaded shells fuzed in this manner, in which, on their being recovered, the safety plug was found in all cases at the bottom of the shell *flattened*, (having passed through an inch of the composition lining,) which may be another cause of premature explosions.

All of which is respectfully submitted.

J. S. MISSROON, *Commodore U. S. N.*
R. B. HITCHCOCK, *Commodore U. S. N.*
T. A. HUNT, *Commodore U. S. N.*
R. AULICK, *Commander U. S. N.*
WILLIAM N. JEFFERS, *Commander, U. S. N.*

Commander HENRY A. WISE,
Chief of Bureau of Ordnance, Washington, D. C.

A.—*Estimate of the amount required for the support of the Bureau of Ordnance for the year ending June* 30, 1867.

For salary of chief of bureau, per act of July 5, 1862, pamphlet edition of Laws, section 2, page 510	$3,500
For salary of assistant, per act of July 5, 1862, pamphlet edition of Laws. section 3, page 511	3,000
For salary of chief clerk, per act of February 25, 1863, pamphlet edition of Laws, section 2, page 695	1,800
For salary of one third-class clerk, per act of July 2, 1864, pamphlet edition of Laws, section 4, page 373	1,600
For salaries of four second-class clerks and one draughtsman, at $1,400 each, per act of July 5, 1862, section 3, page 511, pamphlet edition of Laws, and act of February 25, 1863, section 2, page 695	7,000
For salary of messenger, per act of July 5, 1862, pamphlet edition of Laws, section 3, page 511, and June 25, 1864, section 3, page 160	1,000
For salary of two laborers, per act of July 5, 1862, pamphlet edition of Laws, section 3, page 511, and June 25, 1864, section 3, page 160	1,296
	19,196
Appropriated for year ending June 30, 1866	19,196

CONTINGENT EXPENSES.

For stationery and miscellaneous items	1,000
Appropriated for year ending June 30, 1866	2,000
For pay of photographer for the fiscal year ending June 30, 1867	300

H. A. WISE, *Chief of Bureau.*

BUREAU OF ORDNANCE, *October* 9, 1865

No. 5.

REPORT OF THE CHIEF OF THE BUREAU OF EQUIPMENT AND RECRUITING.

NAVY DEPARTMENT, BUREAU OF EQUIPMENT AND RECRUITING.
November 6, 1865.

SIR: I have the honor to submit herewith the estimates for this bureau for the fiscal year ending 30th June, 1867. The cessation of hostilities and the consequent reduction of the naval forces will leave a surplus in the appropriations at the end of the present fiscal year, which enables the bureau to ask for comparatively small appropriations for the ensuing year.

An appropriation for fuel is not required. The contract price of coal the present fiscal year is $5 21 per ton, at Philadelphia, against $8 42 per ton last year. The cost of coal for the navy, including the incidental expenses of freight, demurrage, and payment of war risks for captured and destroyed coal vessels, during the past two years, is $11,452,155 49. Three coal vessels have been captured and destroyed by the enemy. The number of coal vessels, during the past two years lost, destroyed and never heard of, was twenty-one (21.)

Notwithstanding the extent of coast blockaded, the interruptions of winter, disturbances at the mines, want of vessels at times, and large quantity supplied to the army, no serious inconvenience has been experienced from want of coal. A coal depot has been established at St. Thomas, W. I. Supplies of coal for the use of the Brazil squadron will have to be sent from the United States. The commanding officer of the Brazil station has been directed to examine the Falkland islands with the view to establish a depot there for the supply of coal to vessels on that station and to those bound to the Pacific. Coal can be purchased on the Pacific station cheaper than to transport it, and the same probably with the East Indies. The bureau is not yet advised as to the necessity of a coal depot for the Mediterranean squadron.

The ropewalk has consumed during the last year 2,204 tons of Russian and other hemp, amounting to $971,442 67, and has supplied the greater part of cordage for the navy.

The rendezvous and recruiting stations have been reduced to correspond with the present requirements of the service. Reviving commerce is absorbing the seamen and firemen, and although at present there is no particular want of men, it may be that an in crease of pay will be required to induce skilful firemen to enlist in the navy.

The general introduction of the use of wire rope in the navy for rigging induces me to refer to your consideration the propriety of establishing a manufactory of this rope at one of the navy yards.

Fraudulent withholding of bounties, and deceptions practiced upon enlisted men, especially in the west, have given rise to much complaint and dissatisfaction. A board of naval officers, recently convened at Cairo, Illinois, to investigate claims for bounty, have recommended reimbursements in many cases, which are being speedily settled, and it is believed that the amount of these claims will not exceed the amount of bounty money left by deserters and credited to the appropriation for bounty.

The number of men enlisted in the naval service from the 4th of March, 1861, to the 1st of May, 1865, was one hundred and eighteen thousand and forty-four, (118,044.)

Very respectfully, your obedient servant,

A. N. SMITH, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

No. 1.

Estimate of the amount required for the support of the Bureau of Equipment and Recruiting for the fiscal year ending June 30, 1867.

For salary of chief of bureau	$3 500
For salary of chief clerk	1,800
For salary of two clerks	2,800
For salary of one clerk	1,200
Per act July 16, 1862.	
For salary of one clerk	1,400
For salary of one clerk	1,200
Per act July 2, 1864.	
For salary of one clerk	1,600
For salary of one clerk	1,200
Per act March 2, 1865.	
For salary of messenger	1,000
For salary of laborer	720
Per act July 25, 1864.	
	16,420
CONTINGENT.	
Stationery, books, &c	500
	16,920
Appropriation for the year ending June 30, 1866	17,220

No. 2.

Estimate for pay of petty officers, seamen, &c., including the engineer corps, required for vessels proposed to be kept in commission for the fiscal year ending June 30, 1867.

Appropriation for the year ending June 30, 1866	$11,750,000

Estimate for the year ending June 30, 1867.

Being for 15,000 men at $300 per annum	$4,500,000

No. 3.

Estimate of the amount required for the payment of bounty.

Appropriation for the year ending June 30, 1866	$1,000,000

Estimate for the year ending June 30, 1867.

For the payment of bounties to discharged seamen	$800,000

No. 4.

Estimate of the amount required for the purchase of articles for the equipment of vessels in the navy for the fiscal year ending June 30, 1867.

Appropriation for the year ending June 30, 1866	$5,800,000

Estimate for the year ending June 30, 1867.

For the purchase of various articles of equipment, canvass, leather, iron, cables and anchors, oil, galleys, and stores, and for the payment of labor, &c., on articles manufactured in the navy yards, and for outfit stores in the navigators', boatswains', and sailmakers' department of vessels	$1,000,000

No. 5.

Estimate of the amount required under the contingent fund for the fiscal year ending June 30, 1867.

For expenses that may accrue for the following purposes, viz: expenses of recruiting; traveling expenses of officers, &c.; transportation of men, printing, and stationery; advertising in public newspapers; postage on public letters; wharfage and demurrage; apprehension of deserters; pilotage and towage of vessels; assistance to vessels in distress, &c	$800,000

RECAPITULATION OF ESTIMATES.

Salaries	$16,420
Contingent	500
	16,920

NAVAL SERVICE.

Pay of enlisted men	$4,500,000
Equipment of vessels	1,000,000
For the payment of bounties	800,000
For contingent fund	800,000
Total	7,100,000

A. N. SMITH, *Chief of Bureau.*

BUREAU OF EQUIPMENT AND RECRUITING,
September 30, 1865.

E. & R., No. 6.

ABSTRACT OF OFFERS (EMBRACING AS WELL THOSE WHICH ARE REJECTED AS THOSE WHICH ARE ACCEPTED) RECEIVED FOR FURNISHING ARTICLES COMING UNDER THE COGNIZANCE OF THE BUREAU OF "EQUIPMENT AND RECRUITING," MADE IN CONFORMITY TO THE ACT OF CONGRESS APPROVED MARCH 3, 1843.

Offers for supplies for the navy yard, Kittery, Maine, under advertisement dated June 24, 1865.

Class No. 1, flax, canvas, and twine:	
Wm. A. Wheeler	$18,630 80
Wm. E. Spalding	28,014 00
Wm. Brand & Co	*18,320 00
De Groot & Peck	21,591 50
Eaton & Gage	25,165 61
Chas. H. Raymond	31,161 00
Class No. 2, cotton canvas and twine:	
Wm. A Wheeler	8,761 50
Wm. E. Spalding	9,345 00
Wm. Macomber	10,555 00
Theo. Polhemus & Co	*8,345 00
Geo. Adams	10,360 00
Chas. P. Riggs	8,550 00
Class No. 3, iron, &c.:	
Wm. A. Wheeler	*$3,125 70
Wm. Porter & Sons	3,712 50
Wm. E. Spalding	4,690 50
Lockwood & Collins	3,886 00
Spalding & Parrott	4,183 50
Wm. E. Coffin & Co	5,187 50
Mosely & Hodgeman	5,200 00
Henry H. Vincent	4,081 50
Class No. 5, sperm oil:	
Wm. A. Wheeler	4,780 00
Wm. Porter & Sons	4,480 00
Wm. E. Spalding	*4,180 00
Richard Dunbar	4,800 00
Lockwood & Collins	4,640 00

*Accepted.

Frank Miller	$4,400 00
Sylvanus Thomas	4,720 00
Southard, Herbert & Co.	4,280 00
Sam'l Page & Sons	4,600 00
Henry H. Vincent	4,580 00
Jas. M. Shaw	4,480 00
Class No. 10, leather:	
Wm. A. Wheeler	735 20
Wm. Porter & Sons	739 50
Wm. E. Spalding	595 50
Richard Dunbar	480 50
Lockwood & Collins	545 70
Nath. R. Leman, jr	660 50
Geo. Adams	604 50
Chas. C. Wentworth	*466 75
Henry H. Vincent	658 60
Class No. 18, soap and tallow:	
Wm. A. Wheeler	120 00
Wm. E. Spalding	135 00
Richard Dunbar	155 00
Lockwood & Collins, (by lot)	*$120 00
Geo. T. Vaughan	150 00
Frank Miller	135 00
Southard, Herbert & Co.	129 00
Jas. M. Shaw	130 00
Class No. 22, stationery:	
Wm. A. Wheeler	509 90
Richard Dunbar	541 20
J. M. Whittemore & Co.	*295 08
Class No. 24, ship chandlery:	
Wm. A. Wheeler	1,732 13
Wm. Porter & Sons	2,573 20
Wm. E. Spalding	2,519 18
Richard Dunbar	3,437 74
Lockwood & Collins	*1,475 85
Geo. T. Vaughan	2,354 31
Chas. C. Wentworth	3,235 79
Hosea Clark	3,938 95

Offers for supplies for the navy yard, Charlestown, Massachusetts, under advertisement dated June 24, 1865.

Class No. 1, flax canvas and twine:	
Wm. A Wheeler	$42,408 50
Wm. E. Spalding	53,520 00
DeGroot & Peck	46,710 00
Wm. Brand & Co	*41,660 00
Chas. H. Raymond	60,495 00
Eaton & Gage	70,510 50
Class No. 2, cotton canvas, &c.:	
Wm. A. Wheeler	35,040 00
Wm. E Spalding	34,780 00
Wm. Macomber	42,220 00
Theo. Polhemus & Co	*33,190 00
Geo. Adams	43,440 00
Chas. P. Riggs,	34,200 00
Class No. 3, iron, &c.:	
Wm. A. Wheeler	12,569 40
E. Wheeler & Son	*11,904 35
Wm. E. Spalding	13,599 85
Lockwood & Collins	13,393 70
Geo. Adams	15,449 52
Moseley & Hodgeman	13,244 15
Wm. E. Coffin & Co.	14,417 47
Chas. C. Wentworth	14,227 82
Henry H. Vincent	12,510 90
N. W. Coffin	14,926 32
Class No. 5, sperm oil:	
Wm. A. Wheeler	25,164 00
Wm. E. Spalding	*22,356 00
Wm. Porter & Sons	23,976 00
Lockwood, Collins & Co.	25,380 00
Frank Miller	23,760 00
Sylvanus Thomas	$25,380 00
James M. Shaw	24,138 00
Richard Dunbar	25,920 00
Southard, Herbert & Co.	23,652 00
Hosea Clark	23,652 00
Class No. 7, cooking utensils:	
Wm. A. Wheeler.	1,673 62
E. Wheeler & Son	*1,306 00
Wm. E. Spalding	1,500 10
Wm. Porter & Sons	2,096 66
Lockwood & Collins	2,492 00
Richard Dunbar	1,424 20
Chas. C. Wentworth	1,760 70
Class No. 10, leather:	
Wm. A. Wheeler	4,762 50
E. Wheeler & Son	4,893 00
Wm. E. Spalding	3,535 50
Wm. Porter & Sons	5,014 00
Lockwood & Collins	3,151 50
Richard Dunbar	3,780 00
Geo. Adams.	4,102 00
Nath. R. Leman, jr	3,658 50
Chas C. Wentworth	4,253 00
Henry H. Vincent	4,169 50
N. W. Coffin	*3,066 60
Class No. 11, hose:	
Wm. A. Wheeler	6,883 00
E. Wheeler & Son	11,300 00
Allen, Clapp & Co.	8,617 25
Wm. E. Spalding	7,791 00
Wm. Porter & Sons	6,995 00
Hunt, Lyon & Co	6,175 00
Lockwood & Collins	7,750 00
Frank Miller	9,380 00

Accepted

Henry W. Burr	*$5,280 00
Richard Dunbar	17,000 00
Jno. J. Bingham	7,103 00
Chas. C. Wentworth	11,233 00
Henry H. Vincent	9,250 00

Class No. 14, ox-hides:

Wm. A. Wheeler	8,940 00
Wm. E. Spalding	11,700 00
Wm. Porter & Sons	17,400 00
Lockwood & Collins	8,400 00
Geo. Adams	*8,340 00
N. R. Leman, jr	10,200 00
Freeman C. Sewell	14,250 00
Henry H. Vincent	11,100 00
N. W. Coffin	9,750 00

Class No. 15, sheet-iron:

Wm. A. Wheeler	399 25
Wm. E. Spalding	400 00
Wm. Porter & Sons	420 00
Lockwood & Collins	330 00
Richard Dunbar	645 00
Geo. Adams	425 00
Moseley & Hodgeman	*300 00
W. E. Coffin & Co	535 00
Chas. C. Wentworth	567 50
Henry H. Vincent	545 00
N. W. Coffin	482 50

Class No. 18, soap and tallow:

Wm. A. Wheeler	1,550 00
E. Wheeler & Son	1,665 00
Wm. E. Spalding	1,675 00
Wm. Porter & Sons	1,565 00
Lockwood & Collins	1,500 00
Frank Miller	1,530 00
Jas. M. Shaw	1,600 00
Richard Dunbar	2,000 00
Geo. Adams	1,550 00
Southard, Herbert & Co	*1,495 00
Hosea Clark	1,720 00

Class No. 20, brushes:

Wm. A. Wheeler	2,890 00
E. Wheeler & Son	1,350 00
Wm. E. Spalding	2,475 50
Wm. H. Shields	1,380 00
Lockwood & Collins	*1,156 00
Frank Miller	1,317 50
Richard Dunbar	$1,445 00
Chas. C. Wentworth	2,741 50
Henry H. Vincent	†1,070 00

Class No. 22, stationery:

Wm. A. Wheeler	1,108 10
J. M. Whittemore & Co.	1,253 60
Richard Dunbar	1,432 16
A. E. Cutter	*911 20

Class No. 24, ship chandlery:

Wm. A. Wheeler	7,400 65
E. Wheeler & Son	12,046 50
Wm. E. Spalding	7,813 16
Wm. Porter & Sons	7,845 15
Lockwood & Collins	*6,460 50
Richard Dunbar	10,575 00
Chas. C. Wentworth	6,553 85
Hosea Clark	8,494 00

Class No. 25, copper wire:

Wm. A. Wheeler	715 00
E. Wheeler & Son	950 00
Wm. E. Spalding	735 00
Wm. Porter & Sons	770 00
Lockwood & Collins	*700 00
Richard Dunbar	965 00
Geo. Adams	830 00
Chas. C. Wentworth	755 00
Henry H. Vincent	945 00

Class No. 29, firewood:

Wm. A. Wheeler	4,700 00
Wm. E. Spalding	6,400 00
Lockwood & Collins	6,000 00
Richard Dunbar	*4,000 00
Henry H. Vincent	4,800 00

Class No. 31, whale, neat's-foot, and tar oil:

Wm. A. Wheeler	26,675 00
Wm. E. Spalding	23,080 00
Wm. Porter & Sons	23,197 40
Lockwood & Collins	28,030 00
Frank Miller	22,000 00
Sylvanus Thomas	26,025 00
James M. Shaw	25,835 00
Richard Dunbar	26,300 00
Southard, Herbert & Co.	*19,995 00
Hosea Clark	24,895 00

Offers for supplies for the navy yard, New York, under advertisement dated June 24, 1865.

Class No. 1, flax canvas and twine:

Wm. A. Wheeler	$125,766 00
Wm. E. Spalding	156,772 50
DeGroot & Peck	136,461 25
Wm. Brand & Co	*125,480 62
Eaton & Gage	178,242 75
Chas. H. Raymond	179,152 50

Class No. 2, cotton canvas, &c:

Wm. A. Wheeler	$69,910 00
Theo. Polhemus & Co	*66,050 00
Wm. Matthews	69,525 00
Wm. Macomber	84,550 00
Wm. E. Spalding	69,650 00
Chas. P. Riggs	68,500 00

*Accepted.

†Rejected.

Class No. 3, iron, &c:

Wm. A. Wheeler	$8,519 25
Lockwood & Collins	*7,942 50
Geo. H. Creed	8,586 00
Richard Dunbar	15,543 75
E. Wheeler & Son	10,557 50
Wm. E. Spalding	8,455 25
Wm. Bowne	10,268 75
Moseley & Hodgeman	9,711 00
Henry H. Vincent	†6,451 38
Wm. F. Potts	9,306 00

Class No. 4. tin, zinc, &c.:

Wm. A. Wheeler	1,973 10
Lockwood & Collins	1,860 00
Geo. H. Creed	2,032 50
James M. Shaw	2,284 75
Richard Dunbar	2,559 00
E. Wheeler & Son	2,137 00
Wm. E. Spalding	2,109 75
Wm. Porter & Sons	2,133 50
Wm. Bowne	1,898 00
Jno. J. Bingham	*1,594 60
Henry H. Vincent	2,731 00
Geo. Adams	2,178 50

Class No. 5, sperm oil:

Wm. A. Wheeler	34,350 00
Sylvanus Thomas	35,256 60
Frank Miller	32,850 00
Lockwood & Collins	35,250 00
Geo. H. Creed	34,200 00
Jas. M. Shaw	33,525 00
Richard Dunbar	34,500 00
E. Wheeler & Son	37,500 00
Wm. E. Spalding	*31,350 00
Wm. Porter & Sons	33,000 00
Wm. Bowne	33,000 00
Southard, Herbert & Co	34,350 00
Lyles & Polhemus	35,212 50
Hosea Clark	32,850 00

Class No. 7, cooking utensils:

Wm. A. Wheeler	5,126 60
Lockwood & Collins	4,076 50
Packard & Hill	9,075 25
Foster & Tower	4,301 50
Richard Dunbar	4,640 00
E. Wheeler & Son	*3,582 50
Wm. E. Spalding	3,765 25
Wm. Porter & Sons	5,265 70
Jno. J. Bingham	5,596 75

Class No. 10, leather:

Wm. A. Wheeler	6,256 90
Lockwood & Collins	*4,798 20
Geo. H. Creed	5,735 50
Richard Dunbar	5,655 70
E. Wheeler & Son	7,681 50
Wm. E. Spalding	5,287 20
Wm. Porter & Sons	6,113 90
Wm. Bowne	6,056 40
Jno. J. Bingham	5,238 20
N. R. Leman, jr	6,767 00
Henry H. Vincent	6,977 20
George Adams	5,221 20

Class No. 11, hose:

Wm. A. Wheeler	$23,421 00
Henry W. Burr	*20,950 00
Frank Miller	31,660 00
Lockwood & Collins	24,434 00
Hunt, Lyon & Co	21,000 00
Geo. H. Creed	22,670 00
Richard Dunbar	56,500 00
E. Wheeler & Son	37,750 00
Allen, Clapp & Co	27,460 00
Wm. E. Spalding	25,090 00
Wm. Porter & Sons	26,265 00
Wm. Bowne	25,490 00
Jno. J. Bingham	24,246 00
Hosea Clark	30,500 00

Class No. 12, lignumvitæ:

Wm. A. Wheeler	3,450 00
Lockwood & Collins	2,810 00
Wm. Dillingham	1,940 00
Richard Dunbar	3,345 00
L. W. Conner	3,725 00
Wm. E. Spalding	*1,765 00
Watson & Pittinger	3,450 00
S. Nichols	1,840 00
Henry H. Vincent	†1,403 00

Class No. 13, lanterns and lamps:

Wm. A. Wheeler	4,551 80
Lockwood & Collins	4,774 00
Richard Dunbar	5,190 80
E. Wheeler & Son	5,538 00
Wm. E. Spalding	7,787 80
Wm. Porter & Sons	*4,151 04
Sam'l M. Aikman & Co	†3,845 75

Class No. 18, soap and tallow:

Wm. A. Wheeler	1,545 50
Frank Miller	1,572 00
Lockwood & Collins	*1,416 00
Geo. H. Creed	1,522 00
Jas. M. Shaw	1,597 00
Richard Dunbar	1,977 50
E. Wheeler & Son	1,628 00
Wm. E. Spalding	1,756 00
Wm. Bowne	1,732 50
Southard, Herbert & Co	1,703 00
Jno. J. Bingham	1,494 00
Hosea Clark	1,778 00
Geo. Adams	1,650 00

Class No. 20, brushes:

Wm. H. Shields	*1,550 00
Wm. A. Wheeler	3,075 00
Frank Miller	1,990 00
Lockwood & Collins	2,054 00
Geo. H. Creed	1,602 00
Foster & Tower	2,000 00
Richard Dunbar	2,225 00
E. Wheeler & Son	1,670 00
Wm. E. Spalding	2,482 00
Wm. Bowne	2,220 00
Jno. J. Bingham	2,075 00
Henry H. Vincent	1,845 00
E. & C. Wood	3,131 00

*Accepted.

†Rejected.

Class No. 22, stationery:

Wm. A. Wheeler	$7,690 75
J. M. Whittemore & Co	7,243 25
Richard Dunbar	8,742 75
Wm. H. Arthur	*7,073 75

Class No. 23, hardware:

Wm. A. Wheeler	20,839 30
Lockwood & Collins	*14,348 75
Geo. H. Creed	14,922 75
Foster & Tower	20,555 80
E. Wheeler & Son	25,646 25
Wm. E. Spalding	15,432 55
Wm. Porter & Sons	21,481 10
Jno. J. Bingham	18,781 75
Henry H. Vincent	20,323 50

Class No. 24, ship-chandlery:

Wm. A. Wheeler	21,464 92
Lockwood & Collins	*15,698 10
Geo. H. Creed	18,511 45
Richard Dunbar	26,880 35
Wm. E. Spalding	20,878 21
Wm. Porter & Sons	19,029 06
Jno. J. Bingham	20,230 15
Hosea Clark	24,200 05

Class No. 29, firewood:

Wm. A. Wheeler	*$4,700 00
L. W. Conner	5,400 00
W. E. Spalding	6,800 00
Watson & Pittinger	5,000 00

Class No. 31, whale oil, &c.:

Wm. A. Wheeler	2,750 00
Sylvanus Thomas	3,450 00
Frank Miller	3,240 00
Lockwood & Collins	*2,380 00
Geo. H. Creed	3,380 00
Jas. M. Shaw	3,762 00
Wm. E. Spalding	2,718 00
Wm. Bowne	3,200 00
Samuel Page & Son	3,700 00
Southard, Herbert & Co	3,086 00
Jno. J. Bingham	3,170 00
Hosea Clark	3,266 60

Class No. 35, coal:

Jas. M. Shaw	2,124 00
L. W. Conner	*1,800 00
Wm. E. Spalding	2,100 00
Wm. Bowne	2,070 00

Offers for supplies for the navy yard, Philadelphia, under advertisement, dated June 24, 1865.

Class No. 1, flax canvas and twine:

Wiliam A. Wheeler	$56,591 25
William E. Spalding	72,575 40
Charles H. Raymond	81,171 70
Eaton & Gage	78,090 25
William Brand & Co	*53,331 80
De Groot & Peck	61,720 00

Class No. 2, cotton canvas and twine:

William A. Wheeler	26,299 50
Theo. Polhemus & Co	*24,892 50
William E. Spalding	27,435 00
Charles P. Riggs	25,650 00
Richard Dunbar	28,605 00
William Macomber	31,965 00
George Adams	32,580 00

Class No. 3, iron, &c.:

William A. Wheeler	1,290 50
William E. Spalding	1,432 00
E. Wheeler & Son	1,522 00
Paul J. Field	1,635 00
Lockwood & Collins	*1,214 00
Henry H. Vincent	1,448 00
Mosely & Hodgeman	1,729 00
William F. Potts	1,482 00

Class No. 4, tin, zinc, &c.:

William A. Wheeler	*1,911 50
William E. Spalding	2,015 00
William Porter & Sons	$2,007 50
E. Wheeler & Son	2,070 00
Richard Dunbar	2,425 00
Paul J. Field	2,280 00
Lockwood & Collins	1,940 00
Henry H. Vincent	2,185 00
James M. Shaw	2,256 25
George Adams	2,102 50
Frank Miller	1,950 00

Class No. 5, sperm oil:

William A. Wheeler	7,199 70
William E. Spalding	*6,458 10
William Porter & Sons	6,859 80
E. Wheeler & Son	7,416 00
Richard Dunbar	7,416 00
Lockwood & Collins	7,076 10
Hosea Clark	6,921 60
James M. Shaw	6,921 60
Southard, Herbert & Co	6,998 85
Frank Miller	6,767 10
Sylvanus Thomas	7,323 30
Samuel Page & Son	7,107 00

Class No. 7, cooking utensils:

William A. Wheeler	704 40
William E. Spalding	600 88
William Porter & Sons	874 80
Charles M. Ghriskey	900 00
E. Wheeler & Son	*516 50
Richard Dunbar	689 00
Lockwood & Collins	893 00

* Accepted.

Class No. 10, leather:

William A. Wheeler	$2,694 52
William E. Spalding	2,303 08
William Porter & Sons	2,904 44
E. Wheeler & Son	3,026 20
Richard Dunbar	*1,722 44
Lockwood & Collins	1,871 84
Henry H. Vincent	2,217 12
George Adams	2,668 40
Nath. R. Leman	2,968 00
Thomas Naulty	2,501 60

Class No. 11, hose:

William A. Wheeler	4,826 50
William E. Spalding	5,826 50
William Porter & Sons	5,667 50
Allen, Clapp & Co	6,122 50
E. Wheeler & Son	7,700 00
Richard Dunbar	8,250 00
Lockwood & Collins	5,525 00
Henry H. Vincent	6,885 00
Hunt, Lyon & Co	*4,332 50
John J. Bingham	5,601 50
Frank Miller	6,550 00
Henry W. Burr	4,585 50

Class No. 12, lignumvitæ:

William A. Wheeler	4,500 00
Watson & Pittinger	6,000 00
William Dillingham	3,300 00
William E. Spalding	2,450 00
L. W. Conner	4,980 00
Richard Dunbar	5,750 00
Lockwood & Collins	3,410 00
Henry H. Vincent	†2,150 00
Silleck Nichols	*2,400 00

Class No. 20, brushes:

William A. Wheeler	1,420 00
William E. Spalding	975 00
Charles M. Ghriskey	945 00
E. Wheeler & Son	945 00
Richard Dunbar	1,000 00
Lockwood & Collins	*786 00
Henry H. Vincent	1,520 00
Frank Miller	957 50
William H. Shields	1,080 00

Class No. 22, stationery:

William A. Wheeler	$1,035 25
Richard Dunbar	1,345 45
Ferdinand Foster	*825 81

Class No. 24, ship-chandlery:

William A. Wheeler	3,488 30
William E. Spalding	3,554 75
William Porter & Sons	4,335 62
Charles M. Ghriskey	4,552 50
E. Wheeler & Son	4,494 50
Richard Dunbar	6,967 75
Lockwood & Collins	*3,380 78
Hosea Clark	4,332 62

Class No. 29, firewood:

William A. Wheeler	1,200 00
Watson & Pittinger	1,200 00
William E. Spalding	1,900 00
L. W. Connor	1,200 00
Richard Dunbar	1 000 00
Paul J. Field	*880 00
Lockwood & Collins	1,500 00

Class No. 31, whale oil, &c.:

William A. Wheeler	500 10
William E. Spalding	470 50
William Porter & Sons	470 50
Charles M. Ghriskey	1,412 50
Richard Dunbar	642 50
Lockwood & Collins	*392 50
Hosea Clark	†379 60
James M. Shaw	828 00
Southard, Herbert & Co	499 50
Frank Miller	664 00
Sylvanus Thomas	595 00
Samuel Page & Son	534 00

Class No. 40, sheet copper:

William A. Wheeler	1,998 50
William E. Spalding	2,115 50
William Porter & Sons	2,238 28
E. Wheeler & Son	2,387 50
Richard Dunbar	2,387 50
Lockwood & Collins	2,026 00
Henry H. Vincent	2,292 00
George Adams	2,383 50

Offers for supplies for the navy yard, Washington, under advertisement, dated June 24, 1865.

Class No. 1, flax canvas and twine:

William A. Wheeler	*$3,144 00
Eaton & Gage	4,746 00
Charles H. Raymond	6,920 00
De Groot & Peck	3,505 00
William E. Spalding	3,560 00
William Brand & Co	3,465 00

Class No. 2, cotton canvas and twine:

William A. Wheeler	$3,766 50
Charles P. Riggs	†8,550 00
William Macomber	10,805 00
George Adams	10,860 00
William E. Spalding	9,345 00
Theo. Polhemus & Co	*8,550 00

* Accepted.

† Rejected.

Class No. 3, iron, &c.:

William A. Wheeler	*$1,038 50
Henry H. Vincent	1,322 00
Lockwood & Collins	1,253 00
E. Wheeler & Son	1,404 00
William E. Spalding	1,241 00
William F. Potts	1,282 00
Samuel F. Savage	1,176 00

Class No. 4, zinc, tin, &c.:

William A. Wheeler	402 00
Henry H. Vincent	478 50
Richard Dunbar	505 00
James M. Shaw	465 50
George Adams	487 50
Lockwood & Collins	*383 00
Frank Miller	492 50
E. Wheeler & Son	425 00
William E. Spalding	415 50
Samuel F. Savage	396 50
William Porter & Sons	423 30

Class No. 5, sperm oil:

William A. Wheeler	7,170 00
Hosea Clark	6,870 00
Richard Dunbar	7,200 00
Southard, Herbert & Co	6,990 00
James M. Shaw	6,990 00
Frank Miller	6,570 00
Sylvanus Thomas	7,170 00
E. Wheeler & Son	7,500 00
N. W. Burchell	6,600 00
William E. Spalding	*6,270 00
William Porter & Sons	6,720 00
Lockwood & Collins	6,900 00

Class No. 11, hose:

William A. Wheeler	725 00
Henry H. Vincent	771 00
Lockwood & Collins	732 40
Hunt, Lyon & Co	*613 60
Frank Miller	918 80
Henry W. Burr	678 00
E. Wheeler & Son	1,142 00
Allen Clapp & Co.	767 98
William E. Spalding	796 40
Samuel F. Savage	694 60
William Porter & Sons	771 40

Class No. 12, lignumvitæ:

William A. Wheeler	1,500 00
Henry H. Vincent	†790 00
Richard Dunbar	$1,800 00
Lockwood & Collins	1,890 00
William E. Spalding	950 00
William Dillingham	*850 00
Sillick Nichols	900 00
Watson & Pittinger	1,500 00

Class No. 18, soap and tallow:

William A. Wheeler	130 00
Hosea Clark	140 00
Richard Dunbar	155 00
Southard, Herbert & Co	149 00
James M. Shaw	130 00
George Adams	140 00
Lockwood & Collins	*110 00
Frank Miller	130 00
E. Wheeler & Son	130 00
N. W. Burchell	115 00
William E. Spalding	137 50
William Porter & Sons	136 25

Class No. 22, stationery:

William A. Wheeler	152 50
Richard Dunbar	*150 60

Class No. 24, ship chandlery:

William A. Wheeler	109 90
Richard Dunbar	94 50
Lockwood & Collins	*81 00
E. Wheeler & Son	148 00
William E. Spalding	121 00
Samuel F. Savage	92 40
William Porter & Sons	103 85

Class No. 29, firewood:

William A. Wheeler	1,150 00
T. Edward Clark	*775 00
Richard Dunbar	1,100 00
Lockwood & Collins	1,500 00
William E. Spalding	1,600 00
Watson & Pittinger	1,000 00

Class No. 34, chain iron:

William A. Wheeler	*3,847 00
William A. Coffin & Co	4,221 25
Henry H. Vincent	4,760 00
Lockwood & Collins	7,200 00
E. Wheeler & Son	4,877 50
William E. Spalding	4,210 00
William F. Potts	5,440 00
Samuel F. Savage	4,146 25

Offers for supplies for the navy yard, Norfolk, Va., under advertisement dated June 24, 1865.

Class No. 1, flax canvas and twine:

William A. Wheeler	$32,716 75
Charles H. Raymond	47,395 00
De Groot & Peck	$37,142 50
Eaton & Gage	48,710 50
William Brand A Co	*31,507 50
William E. Spalding	42,142 50

*Accepted.

†Informal.

Class No. 2, cotton canvas and twine:

William A. Wheeler	*$26,277 00
William Macomber	32,415 00
No name	†25,650 00
Theo. Polhemus & Co.	26,550 00
William E. Spalding	27,435 00

Class No. 5, sperm oil:

William A. Wheeler	7,170 00
James M. Shaw	7,020 00
Lockwood & Collins	7,140 00
Southard, Herbert & Co.	6,870 00
Hosea Clark	6,720 00
Frank Miller	6,592 50
Samuel Patterson	6,720 00
Sylvanus Thomas	7,170 00
William Porter & Sons	6,720 00
William E. Spalding	*6,270 00
N. W. Burchell	6,900 00

Class No. 7, cooking utensils:

William A. Wheeler	1,735 81
Richard Dunbar	*1,368 35
Lockwood & Collins	2,328 00
Charles C. Wentworth	1,418 40
William Porter & Sons	2,151 58
William E. Spalding	1,471 10
Chas. M. Ghriskey	1,658 25
E. Wheeler & Sons	1,678 75

Class No. 10, leather:

William A. Wheeler	3,109 00
Richard Dunbar	1,089 00
Lockwood & Collins	1,215 60
Henry H. Vincent	1,315 60
John J. Bingham	1,318 00
George Adams	1,800 00
Charles C. Wentworth	*963 00
Samuel Patterson	1,548 00
William Porter & Sons	1,435 00
William E. Spalding	1,221 80
E. Wheeler & Sons	1,719 00

Class No. 11, hose:

William A. Wheeler	1,470 48
Richard Dunbar	3,580 00
Hunt, Lyon & Co.	*1,316 00
Lockwood & Collins	1,761 60
Hosea Clark	2,040 00
John J. Bingham	1,583 20
Charles C. Wentworth	2,604 80
Frank Miller	2,048 00
Henry W. Burr	1,740 32
William Porter & Sons	1,630 80
William E. Spalding	1,744 80
Allen, Clapp & Co	1,879 36
E. Wheeler & Son	2,796 00

Class No. 13, lanterns, &c.:

William A. Wheeler	4,943 50
Richard Dunbar	5,696 50
Lockwood & Collins	$4,184 00
Henry H. Vincent	†3,277 00
Charles C. Wentworth	†1,681 50
Samuel M. Aikman & Co.	†3,241 50
William Porter & Sons	*4,102 00
William E. Spalding	5,710 00
E. Wheeler & Son	4,620 00

Class No. 15, sheet iron:

William A. Wheeler	445 00
Richard Dunbar	480 00
Lockwood & Collins	410 00
Henry H. Vincent	490 00
Mosely & Hodgeman	*210 00
Charles C. Wentworth	480 00
Samuel Patterson	520 00
William F. Potts	400 00
William Porter & Sons	450 00
William E. Spalding	400 00
E. Wheeler & Son	520 00

Class No. 18, soap and tallow:

William A. Wheeler	279 00
Richard Dunbar	335 00
James M. Shaw	290 00
Lockwood & Collins	260 00
Southard, Herbert & Co.	289 00
Hosea Clark	320 00
John J. Bingham	275 00
George Adams	315 00
Frank Miller	275 00
Samuel Patterson	324 00
William Porter & Sons	286 25
William E. Spalding	283 00
E. Wheeler & Son	*250 00
N. W. Burchell	358 00

Class No. 20, brushes:

William A. Wheeler	1,227 50
Richard Dunbar	988 50
Lockwood & Collins	951 00
Henry H. Vincent	775 50
John J. Bingham	1,025 00
William H. Shields	990 00
Charles C. Wentworth	1,722 60
Frank Miller	850 00
Samuel Patterson	*770 50
William E. Spalding	1,107 40
Charles M. Ghriskey	1,189 00
E. Wheeler & Son	780 00

Class No. 22, stationery:

William A. Wheeler	*1,544 00
Richard Dunbar	2,179 50

Class No. 24, ship-chandlery:

William A. Wheeler	2,308 00
Richard Dunbar	3,190 25
Lockwood & Collins	*1,947 00
Hosea Clark	2,299 00
John J. Bingham	2,327 25
Charles C. Wentworth	2,397 00
Samuel Patterson	2,544 10

* Accepted.

† Rejected.

William Porter & Sons	$2,229 70
William E. Spalding	2,156 30
Charles M. Ghriskey	3,153 25
E. Wheeler & Son	3,214 00

Class No. 25, copper wire:

William A. Wheeler	*1,000 00
Richard Dunbar	1,320 00
Lockwood & Collins	1,080 00
Henry H. Vincent	1,380 00
George Adams	1,240 00
Charles C. Wentworth	1,070 00
Samuel Patterson	1,295 00
William Porter & Sons	1,090 00
William E. Spalding	1,080 00
Charles M. Ghriskey	1,200 00
E. Wheeler & Son	1,300 00

Class No. 29, firewood:

William A. Wheeler	$3,850 00
Lockwood & Collins	4,500 00
Watson & Pittinger	*1,700 00
Samuel Patterson	2,375 00
William E. Spalding	5,100 00

Class No. 31, whale oil, &c.:

William A. Wheeler	739 00
Samuel Page & Son	860 00
Richard Dunbar	950 00
James M. Shaw	1,199 00
Lockwood & Collins	*660 00
Southard, Herbert & Co.	770 00
Hosea Clark	†610 00
Frank Miller	965 00
Samuel Patterson	2,460 00
Sylvanus Thomas	875 00
William Porter & Sons	685 00
William E. Spalding	715 00

Offers for anthracite coal for the navy, to be delivered at New York and Philadelphia under advertisement dated May 24, 1865.

At Philadelphia:

	Per ton.
Tyler & Co.	*$5 21
Jos. C. Wright	5 24
William Underdown	5 24
George C. Mitchell	5 28

At New York:

	Per ton.
Tyler & Co.	*$6 81
Jos. C. Wright	7 50
George C. Mitchell	7 53

E. & R. No. 7.

LIST OF CONTRACTS MADE BY THE BUREAU OF EQUIPMENT AND RECRUITING FOR THE FISCAL YEAR ENDING JUNE 30, 1866.

Schedule of materials required at the United States navy yard, Kittery, Maine, under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1866.

WM. BRAND & CO., New York. Date of contract, August 7, 1865.

Class No. 1, flax, canvas, and twine.

80 bolts No. 4, flax canvas, 20 inches wide	$20 75	per bolt.
544 bolts No. 6, flax canvas, 20 inches wide	17 50	per bolt.
200 bolts No. 7, flax canvas, 20 inches wide	16 00	per bolt.
53 bolts No. 8, flax canvas, 20 inches wide	15 00	per bolt.
6 500 yards burlaps, thick and thin, as required	15	per yard.
24 bolts cotton duck	20 00	per bolt.
2,600 pounds flax sewing twine	65	per pound.

All application for samples or information will be made to the commandant of the yard. The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the blue thread to be 1⅝ inch from the selvage; the warp and filling to be spun exclusively from long, well-dressed water-rotted flax, of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun, and of proper fineness, the warp to be rather more twisted than the filling. The warp and filling from Nos. 2 to 5, inclusive, to be double thread, moderately twisted; No. 6, double warp and single weft or filling, and Nos. 7 and 8, single thread. No description of weavers' dressing, or any pressing or beating to be used in the manufacture.

The strips to test the strength to be 1 inch in width, except No. 8, which will be 1¼ inch.

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* Accepted. † Rejected.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
2	38 pounds avoirdupois	420 pounds.	280 pounds.
3	35 pounds avoirdupois	370 pounds.	250 pounds.
4	32 pounds avoirdupois	340 pounds.	230 pounds.
5	29 pounds avoirdupois	320 pounds.	216 pounds.
6	26 pounds avoirdupois	300 pounds.	200 pounds.
7	23 pounds avoirdupois	280 pounds.	193 pounds.
8	20 pounds avoirdupois	300 pounds.	213 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before 1st December next; one-third part on or before 1st April; and the remaining part on or before 30th June, 1866; unless earlier required, with a notice of 20 days.

THEO. POLHEMUS & CO., New York. Date of contract, August 21, 1865.

Class No. 2, cotton canvas, and twine.

100 bolts hammock stuff 42 inches wide	$83 00	per bolt.
50 pounds cotton twine, 5 to 8 thread	90	per pound.

All applications for samples or information will be made to the commandant of the yard.

The hammock stuff to be 42 inches wide; each bolt to contain 50 running yards, and to weigh 100 pounds.

To be delivered as required, within the fiscal year, ending June 30, 1866, with a notice of 20 days.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 3, iron, &c.

1,000 pounds 2½-inch round Pembroke iron	$0 04¾	per pound.
1,000 pounds 2-inch round Pembroke iron	04¾	per pound.
1,000 pounds 1⅞-inch round Pembroke iron	04¾	per pound.
1,000 pounds 1½-inch round Pembroke iron	04¾	per pound.
1,000 pounds 1¼-inch round Pembroke iron	04¾	per pound.
2,000 pounds 1⅛-inch round Pembroke iron	04¾	per pound.
2,000 pounds 1-inch round Pembroke iron	04¾	per pound.
2,000 pounds ⅞-inch round Pembroke iron	04¾	per pound.
2,000 pounds ¾-inch round Pembroke iron	04¾	per pound.
1,000 pounds ⅝ inch round Pembroke iron	04¾	per pound.
500 pounds ½-inch round Pembroke iron	04¾	per pound.
500 pounds ⅜-inch round Pembroke iron	05 1/10	per pound.
100 pounds ¼-inch round Pembroke iron	05⅕	per pound.
2,000 pounds 6-inch square hammered iron	05 1/10	per pound.
2,000 pounds 5-inch square hammered iron	05¾	per pound.
2,000 pounds 4-inch square hammered iron	05¾	per pound.
2,000 pounds 3½-inch square hammered iron	05¾	per pound.
2,000 pounds 3-inch square hammered iron	05¾	per pound.
2,000 pounds 2½-inch square hammered iron	05¾	per pound.
2,000 pounds 2-inch square hammered iron	05¾	per pound.
1,000 pounds 1½-inch square hammered iron	05¾	per pound.
500 pounds 1¼-inch square Pembroke iron	04¾	per pound.
500 pounds 1-inch square Pembroke iron	04¾	per pound.
500 pounds ⅞-inch square Pembroke iron	04¾	per pound.
2,000 pounds 8 by 12 inches flat hammered iron	04¾	per pound.
2,000 pounds 7 by 2 inches flat hammered iron	04¾	per pound.
2,000 pounds 6 by 2 inches flat hammered iron	04¾	per pound.
2,000 pounds 6 by ½ inch flat hammered iron	04¾	per pound.
2,000 pounds 6 by ¼ inch flat hammered iron	04¾	per pound.
2,000 pounds 6 by 1 inch flat hammered iron	04¾	per pound.
1,000 pounds 5½ by 2 inches flat hammered iron	04¾	per pound.
1,000 pounds 5½ by 1½ inch flat hammered iron	04¾	per pound.
1,000 pounds 5 by 1¾ inch flat hammered iron	04¾	per pound.
1,000 pounds 5 by 1½ inch flat hammered iron	04¾	per pound.
1,000 pounds 4½ by 1½ inch flat hammered iron	04¾	per pound.

500 pounds 4 by 1 inch flat hammered iron	$0 04¾	per pound.
500 pounds 3½ by 1 inch flat hammered iron	04¾	per pound.
500 pounds 3½ by ¾ inch flat hammered iron	04¾	per pound.
500 pounds 3 by 1 inch flat hammered iron	04¾	per pound.
500 pounds 3 by ¾ inch flat hammered iron	04¾	per pound.
500 pounds 2½ by 1 inch flat hammered iron	04¾	per pound.
500 pounds 2½ by ¾ inch flat hammered iron	04¾	per pound.
500 pounds 2 by 1 inch flat hammered iron	04¾	per pound.
500 pounds 2 by ¾ inch flat hammered iron	04¾	per pound.
500 pounds 1½ by ¾ inch flat hammered iron	04¾	per pound.
500 pounds 1½ by ½ inch flat hammered iron	04¾	per pound.
500 pounds 3½ by ½ inch thimble iron	04¾	per pound.
500 pounds 3 by ½ inch thimble iron	04¾	per pound.
500 pounds 2½ by ½ inch thimble iron	04¾	per pound.
500 pounds 2 by ½ inch thimble iron	04⅞	per pound.
500 pounds 2 by ⅜ inch thimble iron	04¾	per pound.
500 pounds 2 by ¼ inch thimble iron	04¾	per pound.
500 pounds 1½ by ⅜ inch thimble iron	04¾	per pound.
500 pounds 1½ by ¼ inch thimble iron	04¾	per pound.
500 pounds 1¼ by ⅜ inch thimble iron	04¾	per pound.
500 pounds 1¼ by ¼ inch thimble iron	04¾	per pound.
500 pounds 1 by ⅜ inch thimble iron	04¾	per pound.
500 pounds 1 by ¼ inch thimble iron	04¾	per pound.
500 pounds ¾ by ¼ inch thimble iron	04¾	per pound.
300 pounds ½ by ¼ inch thimble iron	04¾	per pound.
100 pounds 1-inch cast steel	18¾	per pound.
100 pounds ⅞-inch cast steel	18¾	per pound.
100 pounds ¾-inch cast steel	18¾	per pound.
100 pounds ⅝-inch cast steel	18¾	per pound.
100 pounds ⅜-inch cast steel	18¾	per pound.

The iron and steel to be of American manufacture, and to be of the best quality, of which the commandant of the yard must have satisfactory evidence. To be true to size, and free from all defects. In lengths from 12 to 20 feet. The whole to be delivered on or before the 30th June, 1866, unless earlier required, with a notice of 20 days.

WM. E. SPALDING, Washington, D. C. Date of contract, August 7, 1865.

Class No. 5, sperm oil.

2,000 gallons winter strained sperm oil	$2 09	per gallon.

All applications for samples or information will be made to the commandant of the yard. The sperm oil to be of the best quality, pure winter-strained or bagged, free from mixture with other or inferior oils and adulterations. To be delivered in tight or suitable vessels, in casks containing from 80 to 150 gallons. The whole to be delivered on or before the 1st of April, 1866, unless earlier required, with a notice of 20 days.

CHAS. C. WENTWORTH, Boston. Date of contract, August 9, 1865.

Class No. 10, leather.

100 sides rigging leather, each side not less than 10 lbs., 1,000 lbs.	$0 32½	per pound.
10 sides pump leather, each side not less than 25 lbs., 250 lbs.	43½	per pound.
10 sides bellows leather, each side not less than 6 lbs., 60 lbs.	55	per pound.

The leather to be of the best white-oak tanned. All applications for samples or information will be made to the commandant of the yard. The whole to be delivered on or before the 1st April, 1866, unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 18, tallow.

1,000 pounds best beef tallow	$0 12	per pound.

All applications for samples or information will be made to the commandant of the yard. To be delivered in tight and suitable vessels on or before the 30th June, 1866, unless earlier required, with a notice of 20 days.

JOHN M. WHITTEMORE & Co., Boston. Date of contract, August 7, 1865.

Class No. 22, stationery.

36 bottles mucilage	$0 40	per bottle.
3,000 quills, No. 80	10 00	per M.
24 bottles carmine ink, ½-pint bottles	42	per bottle.

60 bottles black ink, ½ pints	$0 17	per bottle.
60 bottles black ink, pints	30	per bottle.
6 dozen penholders, to suit pen	40	per dozen.
24 dozen memorandum books, 1 quire each thick, bound in leather, with loops	5 00	per dozen.
20 books, yeoman's account, as prescribed	3 00	each.
12 penknives, Rodgers's best, four blades	2 50	each.

All applications for samples or information will be made to the commandant of the yard. One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 24, ship-chandlery.

10 pounds iron sheave rivets, ⅞ inch long, No. 7 wire	$0 20	per pound.
10 pounds iron sheave rivets, 1 inch long, No 7 wire	20	per pound.
10 pounds iron sheave rivets, 1⅛ inch long, No. 6 wire	20	per pound.
30 pounds iron sheave rivets, 1¼ inch long, No. 6 wire	20	per pound.
30 pounds iron sheave rivets, 1⅜ inch long, No. 5 wire	20	per pound.
60 pounds iron sheave rivets, 1½ inch long, No. 5 wire	20	per pound.
20 pounds iron sheave rivets, 1¾ inch long, No. 4 wire	20	per pound.
20 pounds iron sheave rivets, 2 inches long, No. 4 wire	20	per pound.
10 pounds iron sheave rivets, 2¼ inches long, No. 4 wire	20	per pound.
20 pounds iron sheave rivets, 2½ inches long, No. 3 wire	20	per pound.
10 pounds iron sheave rivets, 2¾ inches long, No. 3 wire	20	per pound.
3 pounds iron sheave rivets, 3 inches long, No. 3, wire	20	per pound.
1 pound hemp thread	1 00	per pound.
100 sail knives	20	each.
60 shoe knives	20	each.
50 fishing lines, 240 feet each	50	each.
20 pounds worsted yarn	1 00	per pound.
12 measuring lines, metallic, 100 feet	5 00	each.
500 roping needles	3 00	per 100.
100 mounted palms, sewing	60	each.
100 pounds cotton wicking	50	per pound.
25 gross wove wicking	1 00	per gross.
25 wooden pumps	60	each.
300 corn brooms	40	each.
200 hickory brooms	20	each.
10 steel yards	1 00	each.
1,150 galvanized iron thimbles, assorted	10	each.
100 galvanized iron clews, assorted	50	each.
150 gross galvanized iron rings	2 50	per gross.
400 pounds soda ash	03	per pound.
21 gross eyelets	50	per gross.
1,125 pounds composition for twine	35	per pound.

All applications for samples or information will be made to the commandant of the yard. One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

Schedule of materials required at the United States navy yard, Charlestown, Mass., under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1866.

WM. BRAND & Co., New York. Date of contract, August 7, 1865.

Class No. 1, canvas and twine.

300 bolts bag canvas	$37 25	per bolt.
100 bolts duck, ravens	10 50	per bolt.
250 bolts, No. 2, flax canvas	23 00	per bolt.
300 bolts, No. 3, flax canvas	22 00	per bolt.
200 bolts, No. 4, flax canvas	20 00	per bolt.
200 bolts, No. 5, flax canvas	18 50	per bolt.
250 bolts, No. 6, flax canvas	17 00	per bolt.

150 bolts, No. 7, flax canvas	$16 00	per bolt.
100 bolts, No. 8, flax canvas	14 50	per bolt.
200 pounds flax whipping twine	50	per pound.
100 pounds flax seine twine	75	per pound.
6,000 yards light parcelling	18½	per yard.

All applications for samples or information will be made to the commandant of the yard.

The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the blue thread to be 1⅝ inch from the selvage; the warp and filling to be spun exclusively from long, well-dressed, water-rotted flax of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun and of proper fineness; the warp to be rather more twisted than the filling. The warp and filling, from Nos. 2 to 5, inclusive, to be double thread, moderately twisted. No. 6, double warp and single weft or filling; and Nos. 7 and 8, single thread. No description of weaver's dressing, or any pressing or beating, to be used in the manufacture. The strips to test the strength to be one inch in width, except No. 8, which will be 1¼ inch.

The flax twine to weigh 3¼ ounces per 200 yards, and bear a strain of 25 pounds. The bag stuff to be 42 inches wide and 50 running yards to the bolt, and to weigh 75 pounds to the bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
2	38 pounds avoirdupois	420 pounds.	280 pounds.
3	35 pounds avoirdupois	370 pounds.	250 pounds.
4	32 pounds avoirdupois	340 pounds.	230 pounds.
5	29 pounds avoirdupois	320 pounds.	216 pounds.
6	26 pounds avoirdupois	300 pounds.	200 pounds.
7	23 pounds avoirdupois	280 pounds.	193 pounds.
8	20 pounds avoirdupois	300 pounds.	213 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

THEODORE POLHEMUS & CO., New York. Date of contract, August 21, 1865.

Class No. 2, cotton canvas and twine.

400 bolts hammock stuff, 42 inches wide	$82 50	per bolt.
200 pounds cotton twine, 5 to 8 thread	95	per pound.

All applications for samples or information will be made to the commandant of the yard.

The hammock stuff to be 42 inches wide; each bolt to contain 50 running yards, and to weigh 100 pounds.

To be delivered as required within the fiscal year, ending June 30, 1866, with a notice o 20 days.

E. WHEELER & SON, Washington, D. C. Date of contract, August 7, 1865.

Class No. 3, iron, &c.

105,860 pounds round iron, from ½ to 2⅞ inches	$0 04½	per pound
8,660 pounds flat iron, from 3/16 to ½ inch thick and from 1½ to 4 inches wide	04½	per pound.
26,810 pounds square iron, from 1½ to 3¼ inches	04½	per pound.
16,380 pounds Norway iron, for block straps, from ¾ inch to 1¼ inch thick and ½ inch to 4 inches wide	07½	per pound.
8,200 pounds Norway thimble iron, from 3/16 to ⅝ inch thick and from ¾ to 4½ inches wide	08	per pound.
800 pounds square cast steel, 1¼ to — inches	20	per pound.
100 pounds octagon cast steel, ¾-inch	20	per pound.
200 pounds German cast steel, 1 by 1½ inch	15	per pound.
200 pounds copper bolt, 1⅛ inch	45	per pound.
50,000 pounds of chain, from ⅜ inch to 1¾ inch	06½	per pound.
500 pounds ⅛-inch chain, welded, twisted links	12	per pound.
100 pounds copper nails, 4*d*	50	per pound.

The iron to be of the best refined American manufacture, of which the commandant of the yard must have satisfactory evidence; to be true to the size and free from all defects.

The round and square iron to be in length from 12 to 20 feet; the flat iron 6 inches in width and under, in length from 20 to 40 feet if required.

The steel to be of the best quality, and free from defects. The quantity of each description, and of any intermediate size, to be as the commandant of the yard may direct, and to whom the contractor will apply.

One-third part comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of March; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

WM. E. SPALDING, Washington, D. C. Date of contract, August 7, 1865.

Class No. 5, sperm oil.

10,800 gallons winter-strained sperm oil	$2 07	per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with other or inferior oils and adulterations.

All to be delivered in tight and suitable vessels.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

E. WHEELER & SON, Washington, D. C. Date of contract, August 7, 1865

Class No. 7, cooking utensils.

96 gridirons	$1 00	each.
96 griddles	1 00	each.
60 kettles, tea, copper	6 00	each.
96 kettles, tea, iron	1 00	each.
30 ladles	50	each.
24 lanterns, horn	2 00	each.
100 pans, bake	50	each.
150 pans, frying	50	each.
200 pans, stew	75	each.
72 pokers	50	each.
48 pots, iron	2 00	each.
72 shovels	1 00	each.
48 spoons, large, iron	25	each.
40 tinder-boxes and steels	50	each.
72 tongs	1 00	each.
48 tormentors	25	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

N. W. COFFIN & CO., Boston. Date of contract, August 22, 1865.

Class No. 10, leather.

300 sides rigging leather, each side not less than 15 pounds, say 4,500 pounds	$0 45	per pound.
50 sides pump leather, each side not less than 30 pounds, say 1,500 pounds	25	per pound.
50 sides bellows leather, each side not less than 7 pounds, say 350 pounds	25	per pound.
75 raw hides, dressed, each not less than 18 pounds, say, 350 pounds	18	per pound.
75 skins buff leather	2 00	per skin.
18 skins pump leather, stuffed and shaved	6 45	per skin.

All applications for samples or information to be made to the commandant of the yard.

The leather to be of the best white-oak tanned.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

HENRY W. BURR, Boston. Date of contract, August 5, 1865.

Class No. 11, hose.

5,000 feet gum leading hose	$0 75	per foot.
900 feet gum suction hose	1 70	per foot.

All applications for samples or information will be made to the commandant of the yard.

The leading hose to be of gum, in lengths of 25 feet, 2½ inches in diameter in the clear. The suction hose to be of gum, in lengths of 6 feet. Couplings, baskets, and pipes not to be furnished by the contractor.

The whole to be delivered on the 1st of April, 1866, unless earlier required, with a notice of 20 days.

GEO. ADAMS, Boston. Date of contract, August 18, 1865.

Class No. 14, ox-hides for rope.

60,000 lbs. slaughter-house ox hides, of the largest size, to be manufactured into rope; the hides to be of even thickness, flesh, hair, tail, head, neck, horns, and hoofs removed	$0 13 9/10	per pound.

To be weighed and inspected in the yard.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

MOSELEY & HODGMAN, Boston. Date of contract, August 5, 1865.

Class No. 15, sheet iron.

2,000 pounds American galvanized sheet iron, No. 18	$0 13	per pound.
500 pounds American sheet iron, Nos. 12 to 16	08	per pound.

The quantities of each kind, and of any intermediate size, to be as the commandant of the yard may direct, and to whom the contractor will apply for information.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

SOUTHARD, HERBERT & CO., Boston. Date of contract, August 14, 1865.

Class No. 18, soap and tallow.

500 pounds Castile soap, old	$0 17	per pound.
2,000 pounds hard brown soap	10½	per pound.
10,000 pounds pure tallow	12	per pound.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered in suitable vessels on the 30th of June, 1866, unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 20, brushes.

500 clamp brushes	$0 32	each.
500 hand scrubbing brushes	24	each.
100 tar brushes, short handles	35	each.
50 tar brushes, long handles, 8 knots	20	each.
900 whitewash brushes	90	each.
50 hand dusting brushes	42	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

ABRAM E. CUTTER, Charlestown. Date of contract, August 4, 1865.

Class No. 22, stationery.

25 sets books, yeomen's account, as prescribed	$8 00	per set.
300 books, memorandum, small size	25	each.
100 books, watch and station bills, 1 quire each	60	each.

10,000 blank forms, requisitions, daily expenditure	$0 60	per quire.
4,500 blank forms, weekly returns	60	per quire.
900 blank forms, monthly returns	60	per quire.
288 gum-elastic loops, to secure papers in a bundle	40	per dozen.
60 inkstands, of moderate cost	30	each.
100 ink, black, in pint bottles	25	each.
100 ink, red, in ordinary vials	33	each.
100 pen-knives	80	each.
50 bottles mucilage, one-half pint	25	each.
2 reams blotting-paper, thick, white	30 00	per ream.
15 reams foolscap paper, two-thirds regulation	8 00	per ream.
20 gross steel pens	50	per gross.
30 dozen penholders, ordinary kind	20	per dozen.
30 dozen quill pens	10	per dozen.
30 dozen lead pencils, ¼ blue and red	75	per dozen.
60 dozen slate pencils	06	per dozen.
50 rulers, flat, of gutta-percha	40	each.
24 rules, Gunter's scale	1 00	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 24, ship-chandlery.

1,000 pounds beeswax	$0 50	per pound.
1,000 hickory brooms	12	each.
1,000 large corn brooms, best quality	40	each.
100 silver calls	3 00	each.
100 pounds sal ammoniac	20	per pound.
75 skeins large catgut	50	per skein.
200 pounds best wood glue	30	per pound.
1,200 fish-hooks, cod, assorted	3 00	per 100
250 fishing-lines, 240 feet each	50	each.
100 gross lampwicks, woven, circular	1 00	per gross,
1,200 pounds lampwick yarn	55	per pound.
800 sail-needles, 4-thread	3 00	per 100.
800 sail-needles, 6-thread	3 00	per 100.
1,500 seaming-needles	3 00	per 100.
500 roping-needles, 8-thread	3 00	per 100.
400 life-preservers	3 00	each.
600 mounted palms, seaming	60	each.
500 mounted palms, roping	60	each.
12 reams heavy wrapping-paper	10 00	per ream.
5 seines of tarred flax, 60 fathoms, with bag and sinker complete	100 00	each.
12 seines of tarred flax, 40 fathoms, with bag and sinker complete	85 00	each.
20 barrels coal tar	3 00	per barrel.
500 pounds potash	10	per pound.
200 pounds borax	30	per pound.
1,000 scrapers	30	each.
6 reams sand-paper	4 00	per ream.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 25, copper wire.

1,000 pounds copper wire, assorted	$0 50	per pound.
500 pounds brass wire, assorted	40	per pound.

All applications for samples or information will be made to the commandant of the yard.

To be delivered on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

RICHARD DUNBAR, New York. Date of contract, August 7, 1865.

Class No. 29, firewood.

400 cords oak wood	$10 00	per cord.

All applications for information will be made to the commandant of the yard.

The wood to be seasoned, sound, straight, young timbers to be in diameter not less than 2½ to 9 inches; the cord to contain 128 cubic feet.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

SOUTHARD, HERBERT & CO., Boston. Date of contract, August 14, 1865.

Class No. 31, whale oil, &c.

20,000 gallons whale oil	$0 96	per gallon.
500 gallons neatsfoot oil	1 39	per gallon.
10 barrels tar oil	10 00	per barrel.

All applications for samples or information will be made to the commandant of the yard.

All to be delivered in tight and suitable vessels.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

Schedule of materials required at the United States navy yard, Brooklyn, N. Y., under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1866.

WM. BRAND & CO., New York. Date of contract, August 7, 1865.

Class No. 1, flax canvas and twine.

230 bolts ravens duck	$10 50	per bolt.
300 bolts No. 1 flax canvas	25 00	per bolt.
450 bolts No. 2 flax canvas	23 00	per bolt.
600 bolts No. 3 flax canvas	21 75	per bolt.
640 bolts No. 4 flax canvas	20 00	per bolt.
500 bolts No. 5 flax canvas	18 50	per bolt.
600 bolts No. 6 flax canvas	17 00	per bolt.
500 bolts No. 7 flax canvas	15 75	per bolt.
500 bolts No. 8 flax canvas	14 50	per bolt.
100 bolts No. 9 flax canvas	13 50	per bolt.
200 bolts cotton canvas	18 50	per bolt.
1,000 bolts bag canvas	37 25	per bolt.
3,375 pounds flax sewing and seaming twine, 2 and 3 thread	62½	per pound.
375 pounds seine twine	75	per pound.
200 pounds whipping twine	50	per pound.

All applications for samples or information will be made to the commandant of the yard.

The flax canvas to be 20 inches wide, and each bolt to contain forty running yards; the blue thread to be 1⅝ inch from the selvage; the warp and filling to be spun exclusively from long, well-dressed, water-rotted flax, of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun, and of proper fineness; the warp to be rather more twisted than the filling.

The warp and filling from Nos. 1 to 5, inclusive, to be double thread, moderately twisted; No. 6, double warp and single weft or filling; and Nos. 7 and 8, single thread. No description of weavers' dressing, or any pressing or beating, to be used in the manufacture. The strips to test the strength to be one inch in width, except No. 8, which will be 1¼ inch. The flax twine to weigh 3¼ ounces per 200 yards, and bear a strain of 25 pounds. The bag stuff to be 42 inches wide, and 50 running yards to each bolt, and to weigh 75 pounds to the bolt. The cotton stuff to be 30 inches wide, and 50 running yards to each bolt, and to weigh 50 pounds to the bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
1	42 pounds avoirdupois	470 pounds.	316 pounds.
2	38 pounds avoirdupois	420 pounds.	280 pounds.
3	35 pounds avoirdupois	370 pounds.	250 pounds.
4	32 pounds avoirdupois	340 pounds.	230 pounds.
5	29 pounds avoirdupois	320 pounds.	216 pounds.
6	26 pounds avoirdupois	300 pounds.	200 pounds.
7	23 pounds avoirdupois	280 pounds.	193 pounds.
8	20 pounds avoirdupois	300 pounds.	213 pounds.
9	17 pounds avoirdupois	298 pounds.	210 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

THEO. POLHEMUS & CO., New York. Date of contract, August 21, 1865.

Class No. 2, cotton canvas and twine.

800 bolts hammock stuff, 42 inches wide	$82 00	per bolt.
500 pounds cotton twine, 5 to 8 thread	90	per pound.

All application for samples or information will be made to the commandant of the yard.

The hammock stuff to be 42 inches wide; each bolt to contain 50 running yards, and to weigh 100 pounds.

To be delivered as required, within the fiscal year ending June 30, 1866, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 3, iron, &c.

175 pounds clout nails, assorted sizes	$0 10	per pound.
150 pounds bellows nails, large size	10	per pound.
1,000 pounds finishing nails, 4*d.* to 10*d*	05	per pound.
1,000 pounds iron cut nails, 4*d.* to 10*d*	05	per pound.
1,050 pounds copper nails, 3*d.* to 10*d*	50	per pound.
533 sheets Russia sheet iron, 2 feet 4 inches and 4 feet 10 inches, about 8,000 pounds	22	per pound.
200 sheets No. 18 iron, 36 by 96, about 12,000 pounds	06	per pound.
50,000 pounds round iron, $\frac{3}{16}$ to 3 inches	03½	per pound.
50,000 pounds flat iron, $\frac{5}{8}$ to 1½ inch thick, 1⅜ to 7 inches wide	04	per pound.
5,000 pounds square iron, $\frac{3}{4}$ to 2½ inches	03¾	per pound.
1,000 pounds boiler plate iron, $\frac{5}{16}$ to $\frac{5}{8}$ inch	08	per pound.
5,000 pounds thimble iron, $\frac{1}{4}$ to $\frac{3}{4}$ inch thick, 1¾ to 6 inches wide	06	per pound.
1,000 pounds bolt copper, $\frac{5}{8}$ to 1¼ inch	40	per pound.
875 pounds iron sheave rivets, $\frac{3}{4}$ to 2½ inches	10	per pound.

All the above articles to be of the very best American manufacture.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

JOHN J. BINGHAM, New York. Date of contract, August 3, 1865.

Class No. 4, tin, zinc, &c.

1,000 pounds Strait's tin	$0 40	per pound.
10 boxes tin, "plate," IX, 10 by 14	13 20	per box.
15 boxes tin, "plate," IX, 14 by 20	14 00	per box.
10 boxes tin, "plate," IXX, 10 by 14	14 70	per box.
10 boxes tin, "plate," IXX, 14 by 20	16 20	per box.
4 boxes tin, "plate," DX, 12 by 17	12 00	per box.

10 boxes tin, "plate," DXX, 12 by 17	$15 00	per box.
16 boxes tin, "plate," SDX, 11 by 15	14 60	per box.
350 pounds spelter solder	32	per pound.

All the above articles to be of the best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

WM. E. SPALDING, Washington, D. C. Date of contract, August 7, 1865.

Class No. 5, sperm oil.

15,000 gallons winter-strained sperm oil	$2 09	per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with other or inferior oils and adulterations. To be delivered in tight and suitable vessels, in casks containing from 80 to 150 gallons.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

E. WHEELER & SON, Washington, D. C. Date of contract, August 7, 1865.

Class No. 7, cooking utensils.

150 wooden chopping dishes, solid scooped	$0 50	each.
450 tin candlesticks	10	each.
75 small meat cleavers	1 00	each.
200 griddles	1 00	each.
200 gridirons	50	each.
240 copper tea-kettles, 6 to 12 quarts	8 00	each.
220 iron tea-kettles, 6 to 12 quarts, enamelled inside	1 00	each.
200 iron ladles	50	each.
240 bake pans, to suit galleys of assorted sizes	50	each.
240 frying pans, 3 sizes	50	each.
400 stew pans, 2 to 12 quarts	50	each.
100 pokers	50	each.
100 shovels	50	each.
60 tongs	50	each.
75 iron pots, assorted sizes	2 00	each.
150 large iron spoons, long handles	20	each.
240 tinder-boxes and steels	25	each.
150 tormentors, large size	25	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 10, leather, &c.

147 sides pump leather, sides not less than 30 pounds each, say 4,410 pounds	$0 34	per pound.
130 sides bellows leather, sides not less than 6 pounds each, say 780 pounds	46	per pound.
500 sides rigging leather, sides not less than 10 pounds each, say 5,000 pounds	40	per pound.
8 sides oil-tanned leather, sides not less than 25 pounds each, say 200 pounds	40	per pound.
50 sides white-oak tanned leather, sides not less than 28 pounds each, say 1,400 pounds	40	per pound.
500 pounds gutta-percha, ½ inch thick	60	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

HENRY W. BURR, Boston. Date of contract, August 5, 1865.

Class No. 11, hose.

15,000 feet best gum leading hose, in lengths of 25 feet, 2½ inches diameter in the clear	$0 89	per foot.
3,800 feet gum suction hose, each length to be 6 feet	2 00	per foot.

The couplings, pipes, and baskets are not to be furnished by the contractor.
All applications for samples or information will be made to the commandant of the yard.
To be delivered as required, with a notice of 20 days.

WM. E. SPALDING, Washington, D. C. Date of contract, August 7, 1865.

Class No. 12, lignumvitæ.

3 tons lignumvitæ, 3 inches	$60 00	per ton.
3 tons lignumvitæ, 4 inches	65 00	per ton.
4 tons lignumvitæ, 5 inches	70 00	per ton.
2 tons lignumvitæ, 7 inches	75 00	per ton.
3 tons lignumvitæ, 8 inches	80 00	per ton.
3 tons lignumvitæ, 9 inches	85 00	per ton.
2 tons lignumvitæ, 10 inches	90 00	per ton.
3 tons lignumvitæ, 12 inches	95 00	per ton.

To be of the best quality St. Domingo lignumvitæ, straight, free from shakes, cracks, and other defects, and in lengths not less than 4 feet, the ton being 2,240 pounds.
All applications for samples or information will be made to the commandant of the yard.
One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

WM. PORTER & SONS, New York. Date of contract, August 4, 1865.

Class No. 13, lanterns and lamps.

450 horn lanterns	$1 50	each.
75 storeroom lanterns	16 00	each.
75 spirit-room lanterns	2 49	each.
75 fore-hold lanterns	2 49	each.
75 main-hold lanterns	2 49	each.
450 lamps, with reflectors	1 25	each.
1,000 lamp chimneys	06	each.
525 gross lampwick, wove	1 25	per gross.
800 candlestick slides	0½	each.
1,500 lamp screws	02	each.
200 feeder screws	0½	each.
30 glass lens, faces	1 99	each.
200 egg-shape lamp glasses	49	each.
24 lamp globes	60	each.
50 glass lens, round	1 99	each.
12 lamp shades, concave, colored	1 90	each.
3 dozen globe lanterns	2 49	each.
20 pounds lampwick yarn	90	per pound

All applications for samples or information will be made to the commandant of the yard.
One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 18, soap and tallow.

2,500 pounds hard brown soap, equal to Colgate's best	$0 10	per pound.
10,000 pounds pure beef tallow	11	per pound.

To be delivered in tight and suitable vessels.
All applications for samples or information will be made to the commandant of the yard.
One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

WM. H. SHIELDS, New York. Date of contract, August 14, 1865.

Class No. 20, brushes.

1,000 clamp brushes	$0 25	each.
1 200 hand brushes	25	each.

400	tar brushes, long handles	$0 25	each.
400	tar brushes, short handles	25	each.
1,000	whitewash brushes	75	each.
100	dusting brushes	50	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

WM. H. ARTHUR, New York. Date of contract, August 8, 1865.

Class No. 22, stationery.

150	sets yeoman's account books, per sample	$6 75	per set.
800	memorandum books, small size	30	each.
500	watch and station bill books. 1 quire each	60	each.
40	reams blank forms, requisitions for daily expenditures, 8 blanks to be printed on each sheet, per sample	11 75	per ream.
25	reams blank forms for weekly returns, per sample	5 75	per ream.
20	reams blank forms for monthly returns, per sample	5 75	per ream.
100	balances or scales, to weigh from 20 to 50 pounds	5 30	each.
150	dozen gum-elastic loops	15	per dozen.
450	inkstands	30	each.
450	pint bottles black ink, equal to Maynard & Noyes's	30	each.
100	ordinary sized vials red ink, carmine, Guyot's & Co	15	each.
300	penknives, 4 blades, equal to Rodgers's best	2 00	each.
300	½-pint bottles mucilage	50	each.
500	sheets thick white blotting paper, treasury	07	each.
135	reams foolscap paper	6 00	per ream.
125	reams regulation paper, cap	9 00	per ream.
350	gross best steel pens, barrels and nibs, Gillot's	2 50	per gross.
8	gross penholders, best quality	2 50	per gross.
75	dozen quill pens	10	per dozen.
100	dozen black lead pencils, Faber's best, Nos. 1, 2, and 3	70	per dozen.
25	dozen blue and red crayon pencils, Faber's best	75	per dozen.
100	dozen slate pencils, best	10	per dozen.
200	flat rulers of gutta-percha, assorted sizes	60	each.
175	Gunter's scales, rulers	65	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 23, hardware.

150	junk axes	$1 00	each.
250	wood axes	1 00	each.
50	pickaxes, with hoe combined	1 00	each.
150	awls, handled	02	each.
600	brad awls	03	each.
225	wire awls	03	each.
100	pounds sheet brass, 5 to 18 pounds per sheet	40	per pound.
300	pounds spinning brass, Nos. 24 and 30	40	per pound.
10	dozen wheelbarrows	25 00	per dozen.
20	pairs brass dividers, steel points	20	each.
300	gross brass eyelets, No. 6, round	1 60	per gross.
100	gross brass eyelets, No, 4. round	1 10	per gross.
50	gross brass grommets, No. 8, oblong	5 00	per gross.
300	sail hooks	5 00	per 100.
250	hatchets	60	each.
300	hammers, claw, handled	40	each.
3,500	pairs hand-irons	1 25	per pair.
3,500	pairs leg-irons	2 00	per pair.
300	sail prickers	30 00	per 100.
500	pounds iron rivets, assorted	10	per pound.
344	steel shovels	1 00	each.
50	spades	50	each.
2,075	ship-scrapers	20	each.
30	pairs scissors	10	each.
50	two-foot rules, boxwood, best quality	20	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 24, ship-chandlery.

1 carboy nitric acid, about 111 pounds	$0 10	per pound.
8 carboys muriatic acid, about 900 pounds	06	per pound.
3 carboys sulphuric acid, about 450 pounds	06	per pound.
1,090 pounds beeswax	50	per pound.
4,000 Bath brick	04	each.
20 pounds bristles	5 00	per pound.
4,860 hickory brooms	12	each.
5,000 corn brooms	35	each.
50 dozen coal baskets	5 00	per dozen.
100 pounds borax	30	per pound.
250 silver calls	2 50	each.
100 galvanized clews, for sails, say 400 pounds	10	per pound.
100 grains	1 00	each.
100 harpoons	75	each.
8,000 pounds hooks and thimbles, "plain"	14	per pound.
8,000 pounds hooks and thimbles, sister	14	per pound.
1,000 iron hanks	10	each.
2,000 fishing hooks, assorted	01	each.
3,000 sheets horn, 5 by 7 inches	15	per sheet.
25 rope jacks	75	each.
125 shoemakers' knives	03	each.
250 sail knives	10	each.
30 measuring lines, 100 feet each	5 00	each.
1,000 fishing lines	50	each.
400 barrels Thomastown lime, in good casks	1 10	per barrel.
500 jars chloride lime, in 20 pound jars	1 30	per jar.
8 dozen thrum mops, long handles	10 00	per dozen.
250 top mauls	1 00	each.
2,000 marline spikes	23	each.
26 papers sewing needles	05	per paper.
9,500 seaming needles	13 00	per M.
3,500 4-thread needles	13 00	per M.
3,000 6-thread needles	13 00	per M.
2 000 8-thread needles	25 00	per M.
500 pounds potash	08	per pound.
900 belaying pins, "galvanized"	1 20	each.
1,500 seaming palms	50	each.
500 roping palms	50	each.
150 pincers	20	each.
1,500 block pins, iron	10	each.
500 life preservers, cork, per sample	2 50	each.
4 barrels rosin, about 1,120 pounds	10 00	per barrel.
5 sacks salt	2 00	per sack.
100 pounds pumice-stone	07	per pound.
150 rigging screws	3 50	each.
6,000 pounds iron thimbles	14	per pound.
1,000 galvanized iron thimbles, assorted	75	per M.
50 barrels coal tar	4 00	per barrel.
150 wind-sail hoops, 57 inches circumference	50	each.
100 wind-sail hoops, 76 inches circumference	80	each.
150 wind-sail hoops, 87 inches circumference	90	each.
100 wind-sail hoops, 100 inches circumference	1 00	each.
50 wind-sail hoops, 116 inches circumference	1 20	each.
Wind-sail hoops to be made of the best white heart hickory, $\frac{3}{4}$ inch thick, $1\frac{1}{4}$ inch wide, not including the lap.		
2 gallons rubber gum cement, in tin boxes	2 00	per gallon.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 29, firewood.

200 cords hickory wood, young growth, 4 feet long	$11 75	per cord.
200 cords oak wood, young growth, 4 feet long	11 75	per cord.

All applications for samples or information will be made to the commandant of the yard.

The wood to be seasoned, sound, straight young timber, to be in diameter not less than 2½ to 9 inches; the cord to contain 128 cubic feet.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 31, neatsfoot and tar oil.

1,400 gallons neatsfoot oil, to be delivered in iron-bound casks of 40 gallons each	$1 30	per gallon.
40 barrels tar oil	14 00	per barrel.

To be of the best quality, and delivered in tight and suitable vessels.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

L. W. CONNER, Washington, D. C. Date of contract, August 8, 1865.

Class No. 35, coal.

200 tons soft coal, for use of galley and armorer	$8 00	per ton.
200 barrels charcoal, to be delivered in good tight barrels	1 00	per barrel.

The coal to be delivered as required.

Schedule of materials required at the United States navy yard, Philadelphia, Pennsylvania, under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending 30th June, 1866.

WM. BRAND & CO., New York. Date of contract, August 7, 1865.

Class No. 1, flax canvas and twine.

106 bolts No. 1 flax canvas	$25 00	per bolt.
250 bolts No. 2 flax canvas	23 00	per bolt.
250 bolts No. 3 flax canvas	21 00	per bolt.
230 bolts No. 4 flax canvas	20 00	per bolt.
400 bolts No. 5 flax canvas	18 00	per bolt.
310 bolts No. 6 flax canvas	17 00	per bolt.
362 bolts No. 7 flax canvas	15 00	per bolt.
325 bolts No. 8 flax canvas	14 00	per bolt.
19 bolts light ravens duck, No. 12	11 00	per bolt.
250 bolts flax bag stuff	37 25	per bolt.
15,000 yards light parceling	12	per yard.
100 pounds flax seine twine	75	per pound.
200 pounds flax whipping twine	50	per pound.
1,612 pounds flax sewing twine	65	per pound.
75 pounds flax tufting twine	50	per pound.
100 pounds flax spring twine	50	per pound

All applications for samples or information will be made to the commandant of the yard.

The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the blue thread to be 1⅝ inches from the selvage; the warp and filling to be spun exclusively from long, well-dressed, water-rotted flax, of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun, and of proper fineness; the warp to be rather more twisted than the filling.

The warp and filling, from Nos. 1 to 5, to be double thread, moderately twisted; No. 6, double warp and single weft or filling; and Nos. 7 and 8, single thread. No description of weaver's dressing, or any pressing or beating, to be used in the manufacture.

The strips to test the strength to be one inch in width, except No. 8, which will be 1¼ inch. The bag stuff to be 42 inches wide, and 50 running yards to each bolt; to weigh 75 pounds to the bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
1	42 pounds avoirdupois	470 pounds	316 pounds
2	38 pounds avoirdupois	420 pounds	280 pounds.
3	35 pounds avoirdupois	370 pounds	250 pounds.
4	32 pounds avoirdupois	340 pounds	230 pounds.
5	29 pounds avoirdupois	320 pounds	216 pounds.
6	26 pounds avoirdupois	300 pounds	200 pounds.
7	23 pounds avoirdupois	280 pounds.	193 pounds.
8	20 pounds avoirdupois	300 pounds	213 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of 20 days.

THEO. POLHEMUS & CO., New York. Date of contract, August 21, 1865.

Class No. 2, cotton canvas and twine.

300 bolts hammock stuff, 42 inches wide	$82 50	per bolt.
150 pounds cotton twine, 5 to 8 thread	95	per pound.

All applications for samples or information will be made to the commandant of the yard.

The hammock stuff to be 42 inches wide; each bolt to contain 50 running yards, and to weigh 100 pounds.

To be delivered as required, within the fiscal year ending June 30, 1866, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 3, iron, &c.

4,000 pounds flat iron, assorted, from 1½ to 4 inches wide, from ¼ to ¾ inch thick	$0 05	per pound.
8,000 pounds flat hammered iron, assorted, from 1½ to 4 inches wide, from ¼ to ¾ inch thick	05	per pound.
400 pounds flat thimble iron, assorted, from ⅞ to 4 inches wide, from $\frac{3}{10}$ to $\frac{5}{8}$ inch thick	04	per pound.
8,000 pounds round iron, assorted, from ½ to 3 inches	04	per pound.
4,000 pounds square iron, assorted, from 1 to 2½ inches	04	per pound.
300 pounds flat cast steel, assorted, from 2 to 4 inches wide, from ¼ to ½ inch thick	16	per pound.
200 pounds octagon cast-steel, assorted, from ½ to 1 inch	17	per pound.
200 pounds square cast-steel, assorted, from 1 to 2 inches	18	per pound.

All applications for samples or information will be made to the commandant of the yard.

The iron to be of the best refined American manufacture, of which the commandant must have satisfactory evidence; to be true to the sizes, free from all defects, of good, strong neutral iron, and to be inspected. The round and square iron to be in lengths as required. The flat iron to be in lengths from 10 to 45 feet, as required.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

The cast-steel to be of Moss & Gamble's best refined.

The whole to be delivered on or before the 1st April, 1866, unless earlier required, with a notice of 20 days.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 4, tin.

75 boxes tin, XX, 14 by 20 inches	$19 50	per box.
1,000 pounds Banca tin	$44\frac{9}{10}$	per pound.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st April, 1866; unless earlier required, with a notice of 20 days.

WM. E. SPALDING, Washington, D. C. Date of contract, August 7, 1865.

Class No. 5, sperm oil.

3,090 gallons sperm oil, pure	$2 09	per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with other and inferior oils and adulterations.

To be delivered in tight and suitable casks containing from 80 to 150 gallons.

The whole to be delivered on or before the 1st April, 1866; unless earlier required, with a notice of 20 days.

E. WHEELER & SON, Washington, D. C. Date of contract, August 7, 1865.

Class No. 7, cooking utensils.

20 gridirons	$0 75	each.
20 griddles	1 00	each.
24 kettles, fish	4 00	each.
48 kettles, tea, iron	1 00	each.
36 ladles, iron	50	each.
72 pans, bake	1 00	each.
150 pans, stew	75	each.
60 pans, frying	50	each.
20 pots, iron	2 00	each.
18 pokers, iron	50	each.
20 shovels	75	each.
20 tongs	75	each.
20 tormentors	30	each.
20 waffle-irons	1 00	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

RICHARD DUNBAR, New York. Date of contract, August 7, 1865.

Class No. 10, leather.

70 sides bellows leather, each side not less than 8 pounds (560 pounds.)	$0 30	per pound.
80 sides bellows leather, each side not less than 6 pounds (480 pounds	30	per pound.
42 sides pump leather, 36 pounds each (1,512 lbs.)	37	per pound.
230 sides rigging leather, each side not less than 10 pounds (2,300 lbs.)	37	per pound.

The leather to be of the best white oak tanned.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st April, 1866; unless earlier required, with a notice of 20 days.

HUNT, LYON & CO., Boston. Date of contract, August 2, 1865.

Class No. 11, hose.

4,000 feet best gum leading-hose, three-ply, 2½ inches in diameter in the clear	$0 83	per foot.
450 feet gum suction-hose, 2½ inches, on brass wire	2 25	per foot.

The leading-hose to be in lengths of 25 feet; the suction-hose in lengths of 6 feet. Couplings, pipes and baskets not to be furnished by the contractor.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st April, 1866; unless earlier required, with a notice of 20 days.

SILLICK NICHOLS, New York. Date of contract, August 10, 1865.

Class No. 12, lignumvitæ.

10 tons lignumvitæ, from 3 to 5 inches diameter	$70 00	per ton.
10 tons lignumvitæ, from 5 to 9 inches diameter	80 00	per ton.
10 tons lignumvitæ, from 9 to 15 inches diameter	90 00	per ton.

To be round and straight, and not less than 4 feet long, free from shakes and other defects, and to be of St. Domingo wood. The ton to be 2,240 pounds.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 20, brushes.

700 clamp-brushes, with blocks and long handles, best	$0 30	each.
800 hand scrub-brushes, best	30	each.
100 tar-brushes, long handles, best	40	each.
100 tar-brushes, short handles, best	32	each.
240 white-wash brushes, best	1 10	each.

All applications for samples or information will be made to the commandant of the yard.
The brushes to be of the best quality, and the whole to be delivered on or before the 1st April, 1866; unless earlier required, with a notice of 20 days.

FERDINAND FOSTER, Philadelphia. Date of contract, August 5, 1865.

Class No. 22, stationery.

12 books, yeomen's account, per sample	$1 00	each.
60 books, memorandum, 1 quire each, bound in leather, with loops	30	each.
96 books, memorandum, watch and station bills, per sample	50	each.
24 books, blank station bills, per sample	60	each.
720 blanks, monthly returns, per sample	¾	each.
2 760 blanks, weekly returns, per sample	01	each.
72 bottles ink, black, ½ pints	18	per bottle.
24 bottles ink, carmine, ½ pints	50	per bottle.
24 inkstands, glass, per sample	30	each.
60 inkstands, metallic, per sample	20	each.
48 penknives, 4 blades, Congress	1 75	each.
60 reams paper, foolscap, two-thirds regulation	7 00	per ream.
24 quires paper, blotting	2 00	per ream.
24 gross pens, steel, Levy's commercial	75	per gross.
100 penholders	05	each.
25 dozen pencils, lead, ¼ blue and red, Faber's best	88	per dozen.
500 pencils, slate, best, white	45	per 100.
2,500 quills, No. 80	15 00	per M.
12 rulers, flat, and of gutta percha	65	each.
24 scales, Gunter's	80	each.

All applications for samples or information will be made to the commandant of the yard.
One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 24, ship-chandlery.

2,120 brooms, corn, best	$0 36	each.
1,000 brooms, hickory, best	20	each.
960 baskets, hickory, best	1 00	each.
2 pounds bristles	6 00	per pound.
275 pounds beeswax	50	per pound.
150 hanks, cane, medium	75	per hank.
100 hanks, cane, border	45	per hank.
200 pounds glue, best	40	per pound.
1,500 hooks, fishing, assorted	02	each.
600 lines, fishing, assorted, 240 feet each	50	each.
200 palms, seaming	60	each.
25 palms, roping	60	each.
75 silver calls	3 00	each.
20 barrels coal tar	2 50	per barrel.
50 barrels raw tar	6 00	per barrel.
1,000 sail-needles	03	each.
1,000 seaming-needles	03	per 100.
950 4, 6, and 8 thread needles	03	per 100.

All applications for samples or information will be made to the commandant of the yard.
One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

PAUL J. FIELD, Philadelphia. Date of contract, August 5, 1865.

Class No. 29, firewood.

100 cords oak firewood	$8 80	pe cord.

All applications for samples or information will be made to the commandant of the yard.

The wood to be seasoned, sound, straight young timber, to be in diameter not less than 2½ to 9 inches; the cord to contain 128 cubic feet.

The whole to be delivered on or before the 1st April, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 31, tar, oil, and neat's-foot oil.

750 gallons tar oil	$0 47	per gallon.
40 gallons neat's-foot oil	1 00	per gallon.

To be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 1st of April, 1866; unless earlier required, with a notice of 20 days.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 40, sheet copper.

40 sheets copper, 30 by 60 inches, 20 pounds each, (800 lbs.)	$0 42	per pound.
75 sheets copper, 30 by 60 inches, 35 pounds each, (2,625 lbs.)	42	per pound.
130 sheets 16-ounce copper, cold-rolled, 4 feet long, 14 inches wide, (650 lbs.)	42	per pound.
130 sheets 18-ounce copper, cold-rolled, 4 feet long, 14 inches wide, (700 lbs.)	41	per pound

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

Schedule of materials required at the United States navy yard, Washington, D. C., under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1866.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 1, flax canvas, &c.

60 bolts No. 2 flax canvas	$26 90	per bolt.
50 bolts No. 3 flax canvas	24 90	per bolt.
1,500 pounds marline	19	per pound.

All applications for samples or information will be made to the commandant of the yard.

The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the blue thread to be 1⅝ inch from the selvage; the warp and filling to be spun exclusively from long, well-dressed, water-rotted flax, of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun, and of proper fineness; the warp to be rather more twisted than the filling. The warp and filling to be double thread, moderately twisted.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
2	38 pounds avoirdupois	420 pounds	280 pounds.
3	35 pounds avoirdupois	370 pounds	250 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

THEO. POLHEMUS & CO., New York. Date of contract, August 21, 1865.

Class No. 2, cotton canvas and twine.

100 bolts hammock stuff, 42 inches wide	$85 00	per bolt.
50 pounds cotton twine, 5 to 8 thread	1 00	per pound.

All applications for samples or information will be made to the commandant of the yard.

The hammock stuff to be 42 inches wide; each bolt to contain 50 running yards, and to weigh 100 pounds.

To be delivered as required within the fiscal year ending June 30, 1866, with a notice of 20 days.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 3, galley and buoy iron.

6,000 pounds galley plate-iron, as ordered	$0 06	per pound.
4,000 pounds galley bar-iron, as ordered, round, flat, and square	4½	per pound.
2,000 pounds buoy plate-iron, 51 inches long, 27 inches wide, No. 13 wire gauge	07	per pound.
1,000 pounds buoy plate-iron, 67 inches long and 19½ inches wide, No 14 wire gauge	07	per pound.
50 pounds iron rivets, ¼ inch diameter, ½ inch long inside of head	09	per pound.
2,000 pounds round bar-iron, ¼ to ⅞ inch, as ordered	05¾	per pound.
600 pounds round iron, Nos. 5, 6, and 8, as ordered	07	per pound.
1,000 pounds iron, American sheet, Nos. 16 to 24 wire gauge	07	per pound.
100 pounds iron, Russian sheet, No. 22 wire gauge	25	per pound.
400 pounds iron wire, Nos. 4 to 12 wire gauge	08	per pound.

All applications for samples or information will be made to the commandant of the yard.

To be of the best quality American iron, from charcoal blooms, free from blisters, hollows, and all other defects; cut to the exact sizes given; kept straight from the shears and level, and to stand flanging 2 inches around the edges.

About two-thirds of the bar-iron to be of the best quality American rolled iron, with square edges, and cut to the exact lengths, without fag or raw ends. The other third to be hammered iron of the best quality, and will be designated in the schedules to be furnished by the commandant of the yard, to whom the contractor will apply.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the residue on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 4, tin and zinc.

350 pounds Streights tin	$0 38	per pound.
4 boxes IX tin, 14 by 20 inches, best charcoal brand	16 00	per box.
2 boxes IC tin, 14 by 20 inches, best charcoal brand	13 50	per box.
3 boxes XXD tin, 12½ by 17 inches, best charcoal brand	18 00	per box.
500 pounds sheet-zinc	12	per pound.
500 pounds slab-zinc	09	per pound.

The quantity of each description, and of any intermediate size, to be as the commandant of the yard may direct, and to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

WM. E. SPALDING, Washington, D. C. Date of contract, August 7, 1865.

Class No. 5, sperm oil.

3,000 gallons best winter-strained sperm oil	$2 09	per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the very best quality. To be delivered as required within the fiscal year ending 30th June, 1866.

HUNT, LYON & CO., Boston. Date of contract, August 2, 1865.

Class No. 11, gum hose.

72 feet 3-inch gum suction-hose	$2 80	per foot.
72 feet 2½-inch gum suction-hose	2 25	per foot.
[The above gum hose to be 4-ply, made on brass wire, in sections of 6 feet—24 sections.]		
500 feet 3-ply gum hose, 1½ inch—20 sections of 25 feet each	50	per foot.

Couplings, baskets, and hose-pipes, not to be furnished by the contractor.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

WM. DILLINGHAM, New York. Date of contract, August 5, 1865.

Class No. 12, lignumvitæ.

10 tons lignumvitæ, 5 to 7 inches in diameter	$90 00	per ton.

To be of the best quality St. Domingo lignumvitæ, straight, round, free from shakes, cracks, and other defects, and in lengths not less than 4 feet; the ton being 2,240 pounds. The respective quantity of each size, and those intermediate, to be as the commandant of the yard may designate, and to whom the contractor will apply.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 18, tallow.

1,000 pounds pure beef tallow	$0 11	per pound.

All applications for samples or information will be made to the commandant of the yard.

The articles to be delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

RICHARD DUNBAR, New York. Date of contract, August 7, 1865.

Class No. 22, stationery.

10 reams paper, foolscap, two-thirds regulation	$7 50	per ream.
12 dozen pencils, ¼ blue and red, Faber's best	1 30	per dozen.
2 dozen penknives, best quality, four-bladed, Congress	30 00	per dozen.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 24, ship-chandlery.

15 calls, boatswain's, silver	$4 00	each.
8 barrels lime, air-slacked	2 00	per barrel.
10 holy-stones, assorted sizes	50	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

T. E. CLARK, Washington, D. C. Date of contract, August 9, 1865.

Class No. 29, firewood.

50 cords best spruce-pine split wood	$7 00	per cord.
50 cords best oak split wood	8 50	per cord.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 34, chain iron.

35,000 pounds chain-links, from $\frac{5}{8}$ to $\frac{7}{8}$ inch diameter, and from 7 to $9\frac{3}{4}$ inches long, inclusive	$0 04$\frac{95}{100}$	per pound.
30,000 pounds round bar-iron, from $\frac{9}{16}$ to 2 inches diameter, inclusive	$04\frac{3}{10}$	per pound.
13,000 pounds chain-iron, from ¼ to ½ inch diameter, inclusive, best refined, in bundles	$05\frac{1}{5}$	per pound.
3,000 pounds flat bar-iron, $1\frac{1}{4}$ inch by $\frac{3}{16}$	$04\frac{95}{100}$	per pound.

To be the best refined American iron. The whole must be delivered in straight lengths, free from flaws, ragged ends, and other defects; subject to such proof, test, and evidence of

manufacture, as to be in all respects satisfactory to the commandant of the yard. In the weight of each size is included the various pieces for shackles, swivels, &c., of which drawings, showing the shapes and dimensions, will be forwarded by the commandant of the yard, to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of 20 days.

Schedule of materials required at the United States navy yard, Norfolk, Va., under cognizance of the Bureau of Equipment and Recruiting, for the fiscal year ending June 30, 1866.

WM. BRAND & CO., New York. Date of contract, August 7, 1865.

Class No. 1, flax canvas and twine.

125 bolts No. 1 flax canvas	$26 50	per bolt.
150 bolts No. 2 flax canvas	24 00	per bolt.
150 bolts No. 3 flax canvas	22 50	per bolt.
200 bolts No. 4 flax canvas	20 75	per bolt.
200 bolts No. 5 flax canvas	19 25	per bolt.
150 bolts No. 6 flax canvas	17 75	per bolt.
150 bolts No. 7 flax canvas	16 25	per bolt.
100 bolts No. 8 flax canvas	15 00	per bolt.
100 bolts No. 9 flax canvas	14 00	per bolt.
50 bolts cot canvas, 30 inches wide	20 00	per bolt.
50 bolts bag canvas, 42 inches wide	37 25	per bolt.
1,500 pounds flax sewing-twine, 2 and 3 thread	65	per pound.
200 pounds whipping-twine	60	per pound.
100 bolts ravens duck	11 00	per bolt.
25 pounds seine twine	50	per pound.
1,000 yards burlaps, thick and thin	15	per yard.

All applications for samples or information will be made to the commandant of the yard.

The flax canvas to be 20 inches wide, and each bolt to contain 40 running yards; the blue thread to be $1\frac{5}{8}$ inch from the selvage, the warp and filling to be spun exclusively from long, well-dressed, water-rotted flax, of the best quality, without any mixture of shorts or tow; the yarns to be evenly spun and of proper fineness, the warp to be rather more twisted than the filling.

The warp and filling from No. 1 to 5 inclusive to be double thread, moderately twisted; No. 6, double warp and single weft or filling; and Nos. 7 and 8 single thread. No description of weaver's dressing, or any pressing or beating, to be used in the manufacture. The strips to test the strength to be one inch in width, except No. 8, which will be $1\frac{1}{4}$ inch. The flax twine to weigh $3\frac{1}{4}$ ounces per 200 yards and bear a strain of 200 pounds; the bag stuff to be 42 inches wide and 50 (fifty) running yards to the bolt, and to weigh 75 pounds to the bolt. The cot canvas to be 30 inches wide; to contain 50 running yards; to weigh 50 pounds per bolt.

No.	Weight per bolt.	WEIGHT TO BE BORNE BY STRIPS.	
		Crosswise.	Lengthwise.
1	42 pounds avoirdupois	470 pounds	316 pounds.
2	38 pounds avoirdupois	420 pounds	280 pounds.
3	35 pounds avoirdupois	370 pounds	250 pounds.
4	32 pounds avoirdupois	340 pounds	230 pounds.
5	29 pounds avoirdupois	320 pounds	216 pounds.
6	26 pounds avoirdupois	300 pounds	200 pounds.
7	23 pounds avoirdupois	280 pounds	193 pounds.
8	20 pounds avoirdupois	300 pounds	213 pounds.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of December, 1865; one-third part on or before the 1st of March, 1866; and the remaining part on or before the 30th of June, 1866.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 2, cotton canvas and twine.

300 bolts hammock stuff, 42 inches wide	$87 29	per bolt.
150 pounds cotton twine, 5 to 8 thread	60	per pound.

All applications for samples or information will be made to the commandant of the yard.

The hammock stuff to be 42 inches wide; each bolt to contain 50 running yards, and to weigh 100 pounds.

To be delivered as required, within the fiscal year ending 30th June, 1866, with a notice of twenty days.

WM. E. SPALDING, Washington, D. C. Date of contract, August 7, 1865.

Class No. 5, sperm oil.

3,000 gallons winter-strained sperm oil	$2 09	per gallon.

All applications for sample or information will be made to the commandant of the yard.

The sperm oil to be of the best quality, pure winter strained or bagged, free from mixture with other or inferior oils and adulterations. To be delivered in tight and suitable vessels, in casks containing from 80 to 150 gallons.

One-third part to be delivered on or before the 1st of August, 1865; one-third part on or before the 1st of December, 1865; and the remaining part on or before the 1st of March, 1866.

RICHARD DUNBAR, New York. Date of contract, August 7, 1865.

Class No. 7, cooking utensils.

25 sets dish covers, 8 to a set	$4 00	per set.
37 gridirons, 2 sizes	1 20	each.
27 griddles, 2 sizes	1 50	each.
37 iron tea-kettles, 6 to 10 quarts	1 10	each.
75 fish-kettles, with strainers	4 25	each.
75 frying-pans, assorted sizes	1 00	each.
100 stew-pans, 2 to 12 quarts	83	each.
50 iron pots, large size	4 00	each.
50 copper tea-kettles	5 00	each.
40 sets pokers, shovels and tongs	2 00	per set.
100 tinder-boxes and steel	42	each.
50 waffle-irons	1 25	each.
18 axes, handled	1 75	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of August, 1865; one-third part on or before the 1st of November, 1865; and the remaining part on or before the 30th of December, 1865; unless earlier required, with a notice of twenty days.

CHAS. C. WENTWORTH, Boston. Date of contract, August 9, 1865.

Class No. 10, leather.

100 sides rigging leather, each side not less than 15 pounds, (1,500 pounds)	$0 30	per pound.
20 sides pump leather, each side not less than 30 pounds, (600 pounds)	36	per pound.
20 sides bellows leather, each side not less than 7 pounds, (140 pounds)	55	per pound.
20 raw hides, dressed, each side not less than 18 pounds, (360 pounds)	6 60	each.
10 skins pump leather, shaved and stuffed	8 80	per skin.

All applications for samples or information will be made to the commandant of the yard.

The leather to be of the best white-oak tanned.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of August, 1865; one-third part on or before the 1st of November, 1865; and the remaining part on or before the 30th of December, 1865; unless earlier required, with a notice of twenty days.

HUNT, LYON & CO., Boston. Date of contract, August 7, 1865.

Class No. 11, hose.

1,000 feet best gum leading-hose, 2½ inches, three-ply	$0 83	per foot.
216 feet gum suction-hose, 2½ inches, on brass wire	2 25	per foot.

The leading-hose to be in lengths of 25 feet; the suction-hose in lengths of 6 feet. Coupngs, baskets, and pipes, not to be furnished by the contractor. Thread, regulation size.

All applications for samples or information will be made to the commandant of the yard.
All of this class to be delivered on or before the 1st of October, 1835; unless earlier required, with a notice of twenty days.

WM. PORTER & SONS, New York. Date of contract, August 7, 1865.

Class No. 13, lanterns and lamps.

150 globe lanterns, with guards and lamps complete	$2 74	each.
100 berth deck lanterns	8 24	each.
50 lamps, with reflectors	1 50	each.
100 brass hand-lamps	50	each.
100 horn lanterns	1 99	each.
50 hanging lamps for cabin, complete	8 00	each.
100 storeroom lanterns	15 00	each.
50 spirit-room lanterns	2 74	each.
100 lamp chimneys, to suit lamps	08	each.
100 gross lampwick, to suit lamps	1 00	each.
100 pounds lampwick yarn	80	per pound.
100 deck lanterns	2 74	each.

All applications for samples or information will be made to the commandant of the yard.
All of this class to be delivered as required.

MOSELEY & HODGMAN, Boston. Date of contract, August 5, 1865.

Class No. 15, sheet-iron.

1,000 pounds American galvanized sheet-iron, No. 22	$0 13	per pound.
1,000 pounds Russia sheet-iron, No. 22 to 24	08	per pound.

The quantities of each kind, and any intermediate size, to be as the commandant of the yard may direct, and to whom the contractor will apply for information.
One-half of this class, comprising a due proportion of each kind, to be delivered on or before the 1st of August, 1865, and the remaining part on or before the 1st of November, 1865.

E. WHEELER & SON, Washington, D. C. Date of contract, August 7, 1865.

Class No. 18, soap and tallow.

100 pounds Castile soap	$0 20	per pound.
1,000 pounds hard brown soap	10	per pound.
1,000 pounds pure beef tallow	13	per pound.

All applications for samples or information will be made to the commandant of the yard.
The whole to be delivered in suitable vessels on or before the 30th of September, 1865; unless earlier required, with a notice of twenty days.

S. PATTERSON, Norfolk, Va. Date of contract, August 8, 1865.

Class No. 20, brushes.

500 clamp brushes	$0 39	each.
500 hand scrubbing brushes	25	each.
100 tar brushes, short handles	40	each.
100 tar brushes, long handles, 8, (oooooooo)	50	each.
500 whitewash brushes	70	each.
30 hand dusting brushes	35	each.

All applications for samples or information will be made to the commandant of the yard.
One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of August, 1865; one-third part on or before the 1st of November, 1865; and the remaining part on or before the 31st of January, 1866; unless earlier required, with a notice of twenty days.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 22, stationery.

6 dozen account books, ruled, 3 and 4 quires, half bound	$15 00	per dozen.
20 ordinary vials carmine ink	20	each.
40 bottles black ink, pints	30	each.
40 bottles black ink, ½-pints	20	each.
100 inkstands, glass, assorted	1 00	each.
100 penknives, 4-bladed, Congress	2 00	each.
100 gross steel pens, assorted	1 50	per gross.
10 dozen penholders, to suit pens	50	per dozen.
6 dozen bottles mucilage, ½-pints	2 50	per dozen.
10 dozen lead pencils, ¼ blue and red, Faber's best	1 50	per dozen.

1,000 slate pencils, best white, Rutland	$1 00	per 100.
100 reams foolscap paper, two-thirds regulation	6 75	per ream.
10 reams blotting paper, thick white	15 00	per ream.
1,000 quills, No. 80	20 00	per M.
100 flat rulers, and of gutta-percha	50	each.
100 memorandum books, small size	40	each.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of August, 1865; one-third part on or before the 1st of November, 1865; and the remaining part on or before the 31st of December, 1865.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 24, ship-chandlery.

1,000 pounds beeswax	$0 55	per pound.
1,000 hickory brooms	19	each.
1,000 large corn brooms, best quality	40	each.
50 silver calls	3 00	each.
100 pounds sal ammoniac	20	per pound.
10 pounds best wood glue	30	per pound.
200 fishhooks, cod and assorted	3 00	per 100.
50 fishing lines, 240 feet each, hemp	60	each.
15 gross lampwicks, woven circular	1 00	per gross.
200 pounds lampwick yarn	50	per pound.
100 sheets horn, for lanterns, clear white, 8 by 4½ inches	20	per sheet.
100 sail-needles, 4-thread	3 00	per 100.
100 sail-needles, 6-thread	3 00	per 100.
500 seaming-needles	3 00	per 100.
200 roping-needles	3 00	per 100.
100 life-preservers	3 00	each.
100 mounted palms, sewing	60	each.
100 mounted palms, roping	60	each.
100 pounds potash	10	per pound.
20 pounds borax	30	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of August, 1865; one-third part on or before the 1st of November, 1865; and the remaining part on or before the 31st of December, 1865; unless earlier required, with a notice of twenty days.

WM. A. WHEELER, New York. Date of contract, August 9, 1865.

Class No. 25, copper wire.

2,000 pounds copper wire, assorted	$0 50	per pound.

All applications for samples or information to be made to the commandant of the yard.

The whole of this class to be delivered on or before the 1st of August, 1865, unless earlier required, with a notice of twenty days.

WATSON & PITTINGER, New York, Date of contract, August 12, 1865.

Class No. 29, firewood.

100 cords oak wood	$7 00	per cord.
200 cords pine wood	5 00	per cord.

All applications for information will be made to the commandant of the yard.

The wood to be seasoned, sound, straight young timber; to be in diameter not less than 2½ to 9 inches. The cord to contain 128 cubic feet.

One-third part to be delivered on or before the 1st of August, 1865; one-third part on or before the 1st of November, 1865; and the remaining part on or before the 31st of December, 1865; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS, New York. Date of contract, August 7, 1865.

Class No. 31, tar and neat's-foot oil.

1,000 gallons tar oil	$0 56	per gallon.
100 gallons neat's-foot oil	1 00	per gallon.

The articles of this class to be delivered in tight and suitable vessels.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of August, 1865; one-third part on or before the 1st of November, 1865; and the remaining part on or before the 31st of December, 1865; unless earlier required, with a notice of twenty days.

No. 8.

Estimate of appropriations under the cognizance of the Bureau of Equipment and Recruiting for the service of the fiscal year ending June 30, 1867.

	Estimate of appropriations required for the year ending June 30, 1867.	Estimates of balances of appropriationss unexpended June 30, 1866, which may be applied to the next fiscal year.	Appropriations for the fiscal year ending June 30, 1866.
Civil and contingent expenses	$16,920		$17,220
Pay of the navy, (enlisted men)	4,500,000		11,750,000
Hemp and other materials		$400,000	570,000
Coal for the navy		6,000,000	7,680,000
Equipment of vessels	1,000,000	1,000,000	5,800,000
Bounty to seamen	800,000		1,000,000
Contingent expenses	800,000	100,000	
Total	7,116,920	7,500,000	26,817,220

Bureau of Equipment and Recruiting.

No. 6.

REPORT OF THE CHIEF OF THE BUREAU OF CONSTRUCTION AND REPAIR.

Navy Department, Bureau of Construction and Repair,
November 3, 1856.

Sir: In compliance with your instructions, I have the honor herewith to enclose the estimates of the appropriations necessary for the civil purposes of this bureau.

I would respectfully state that, in consequence of the prompt reduction of expenditures resulting from the close of the war, no further appropriations for construction and repairs will be required, as there will remain an unexpended balance amply sufficient for the fiscal year ending June 30, 1867.

A considerable number of the vessels on the navy list are unsuitable for foreign war, should the country be engaged in one; and to supply this deficiency, new classes of steamers adapted to that purpose have been authorized, and are in course of construction, for all of which the steam machinery is under contract and in progress of manufacture. Nine vessels of these classes are now launched, and there are thirty-two others of similar classes, as well as four wooden vessels, to be iron-clad, that have not been launched, but are in various stages of construction. It is obligatory on the part of the government to provide these vessels, on account of the contractors for their machinery; but they will not be pressed to speedy completion, and those vessels for which the machinery is being manufactured in the navy yards will be still more retarded, giving an opportunity for selecting more seasoned materials.

The appropriations that have been made from year to year have been strictly limited to the maintenance of the vessels in commission, and to those actually building, and there has been no surplus fund from which a stock of materials for future use could be provided; so that our vessels, particularly those built within the last eight or ten years, have been mostly made with unseasoned timber. The supply of yellow pine in the navy yards is quite exhausted, and the white oak is but little else than the refuse of the past years. Of white-oak knees we have no supply, as they are procured with much difficulty, and at exorbi-

tant prices. If means are not provided for the manufacture of these knees, as has been already suggested, the work on some of the vessels must be suspended.

Our navy yards are liberally provided with shops and storehouses for all the other bureaus, but the timber sheds and shops connected with and necessary for building ships are far from adequate to the wants of the navy which we now have and will be compelled hereafter to maintain.

Vessels built of timber, and particularly of unseasoned timber, much of which we are compelled to use, will, when plated with iron, soon decay, and they cannot be repaired at a reasonable cost; and notwithstanding some of the disadvantages that attend iron vessels, ultimate economy will lead to their adoption, more especially for the heavily armored vessels intended for sea service.

There are many purposes to which vessels of wood are adapted, and they will form no inconsiderable part of our navy for years to come; and for them it is proper that materials should be collected and stored, so that in case of a foreign war we may not be found unprepared.

It is earnestly recommended that preparations be made at some suitable place for the construction of iron vessels, as it will require several years for the proper tools and appliances to be gradually collected.

The tools, machinery, and appliances used by the Bureau of Construction and Repair in building and repairing ships in the navy yards are nominally provided by another bureau; and it is submitted that hereafter all those articles actually used for the purposes of the construction and repair of vessels be estimated for and provided by this bureau. The estimates for these objects have always been insufficient, and the deficiency has been supplied from the appropriations for this bureau, and thus the estimates and expenses of one bureau appear light, because a considerable portion of the expenses are paid by another.

It is again respectfully suggested that the corps of naval constructors be placed by law in respectable connexion with the navy, there being no class of persons employed in the naval service on whom a greater responsibility is thrown, or who influence the expenditure of so large a sum of money, and on whose skill the efficiency of the navy more depends.

I would again respectfully recommend an increase of compensation to the clerks employed in this bureau,

Very respectfully, your obedient servant,

JOHN LENTHALL, *Chief of Bureau.*

Hon. GIDEON WELLES, *Secretary of the Navy.*

No. 1.

Estimate of the amount required for the expenditures of the Bureau of Construction and Repair for the fiscal year ending June 30, 1867, as per act of July 5, 1862, section 3, page 511.

For salary of chief of bureau		$3,500
For salary of one chief clerk, (fourth class)		1,800
For salary of one draughtsman		1,400
For salary of five clerks, (second class)		7,000
For salary of one additional temporary clerk, (second class,) submitted		1,400
For salary of one clerk, (first class)		1,200
For salary of one messenger	$840	
For 20 per cent., per act of June 5, 1864, (less excess over $1,000)	160	
		1,000
For salary of one laborer	600	
For 20 per cent., per act of June 5, 1864	120	
		720
		18,020
For contingent expenses		1,000
		19,020

No. 2.

Estimate of appropriations under the cognizance of the Bureau of Construction and Repair, Navy Department, required for the service of the fiscal year ending June 30, 1867.

	Estimate of appropriations required for the service of the fiscal year ending June 30, 1867.*	Estimate of balances of appropriations unexpended on June 30, 1866, which may be applied for the next fiscal year.	Appropriation for fiscal year ending June 30, 1866.
Civil and contingent expenses of the bureau	$19,020	.....	$19,020
Maintenance, wear and tear, repairs and stores, for 675 vessels	.....	.....	14,960,000
For completion of four fast steamers	.....	.....	2,240,000
For construction of two fast spar-deck steamers	.....	.....	1,180,000
For construction of eight fast vessels of small class	.....	.....	1,600,000
For construction of vessels on the western waters	.....	.....	1,600,000
For completion of four heavy armored iron-clads in navy yard	.....	.....	1,100,000
For purchase and charter of vessels for navy purposes	.....	.....	1,250,000
For extra labor and expense abroad	.....	.....	600,000
Incidental expenses, viz.. transportation of materials, postage, drawings, &c	.....	.....	75,000
Total	19,020	.....	24,624,020

* No appropriation is required for "construction and repairs."

No. 3.

Statement of cost or estimated value of stores on hand at the several navy yards on July 1, 1864; of the receipts and expenditures during the fiscal year ending June 30, 1865; and of stores on hand June 30, 1865.

Yards.	On hand July 1, 1864.	Received.	Expended.	On hand June 30, 1865.
Portsmouth	$1,093,579 47	$1,211,927 59	$1,058,323 14	$1,247,183 92
Boston	1,180,388 86	1,589,325 60	1,444,116 72	1,325,597 74
New York	2,012,632 51	2,234,569 23	1,899,229 86	2,347,971 88
Philadelphia	781,247 67	1,048,999 57	499,140 48	1,331,106 76
Washington	235,633 43	1,613,523 85	1,721,122 86	128,034 42
Norfolk	*33,593 32	128,546 09	70,710 79	91,428 62
Warrington	22,664 52	114,576 65	97,951 34	39,289 83

*On hand *November* 1, 1864.

No. 4.

Statement of the number of days' labor, and its cost, from July 1, 1864, to June 30, 1865, at the respective navy yards, in building, repairing, and equipping vessels of the navy, or in receiving or securing stores and materials for those purposes.

Navy yards.	No. of days' labor.	Cost of labor.	Average per diem.
Kittery	379,290¾	$1,089,425 01	$2 87.3
Charlestown	153,548½	366,338 48	2 38.1
Brooklyn	901,995¾	2,752,973 22	3 04.7
Philadelphia	413,910	1,161,307 94	2 80.5
Washington	69,847½	199,137 27	2 85.2

KITTERY.—*Schedule of proposals for timber and materials for the navy yard Repair of*

Number.	Bidders.	Class No. 1. White oak logs.	No. 3. White oak curved timber.	No. 6. Yellow pine logs.	No. 8. Yellow pine mast and spar timber.	No. 10. White pine mast timber.	No. 11. White pine logs, plank, and boards.
1	William A. Wheeler						
2	Samuel Adams & Co						$28,850
3	William N. Mills						
4	Robert Holyoke						
5	George T. Wallace	$45,000		$18,000	$30,000		
6	Sillick Nichols						
7	John B. A. Allen						
8	James E. Grannis						
9	Richard Dunbar	37,500	§$24,000	30,000	22,000	$1,945	33,375
10	Eaton & Gage	30,500	37,500	18,300	21,800	2,500	28,530
11	David Ripley & Sons	35,000					
12	William M. Shakespear	34,500	45,000	19,500	§‡20,000		
13	Samuel Patterson			28,500			
14	Henry G. Beach	31,500	60,000	§12,000		§1,800	26,770
15	Charles C. Wentworth						
16	Foster & Tower						
17	Trickey, Jewett & Cook	§‡29,500	90,000	21,000	‡20,000	1,850	24,950
18	William E. Spalding						
19	Jacob S. Wortman						
20	N. W. Coffin						
21	John J. Bingham						
22	George W. Lawrence	32,500		20,100		2,196	§23,725
23	John R. Elvans & Co						
24	Lockwood & Collins						
25	William Porter & Sons						
26	Daniel S. Grice					2,415	34,069
27	James Bigler	‡29,500					
28	George Adams						
29	Huffington & Fentress			16,500			
30	J. M. Wardwell						
31	A. Hainickell						
32	Andrew J. Stimson					4,850	
33	Spalding & Parrott						
34	George A. Hammond					3,740	23,915
35	William Macomber						
36	S. S. Rowland						
37	Frank Miller						
38	William E. Coffin & Co						
39	George T. Vaughan						
40	C. Levering, President						
41	S. T. Snow						
42	Robert Colgate & Co						
43	G. W. Churchman	38,000					
44	James McCullough						
45	Frederick A. Southmayd						
46	John H. Bailey						
47	Edward R. Eager						
48	Southard, Herbert & Co						
49	James M. Shaw						
50	A. W. Trussell	29,750		20,850			
51	Hosea Clark*						
52	Charles P. Riggs*	31,500	20,700	13,500	9,600	1,030	25,945
53	L. W. Conner†						
54	Wesley Smith†						
55	Moseley & Hodgeman†						
56	Winsor & Whitney†						

* Bids not in conformity with law.

† Received after time advertised for opening bids.

at Kittery, made under the advertisement of the Bureau of Construction and June 15, 1865.

No. 12.	No. 14.	No. 15.	No. 17.	No. 18.	No. 19.	No. 20.	No. 23.	No. 25.	No. 26.	
Hackmatack timber.	Ash oars.	Hickory buts and bars.	Cedar and cypress boards.	Locust timber.	White oak staves and headings.	Black spruce.	Lignumvitæ.	Iron, round, flat, and square.	Steel.	Number.
							$6,420	$22,653 17	$2,335 00	1
	$1,020 00									2
					§$160					3
$13,800						$4,782				4
		$480	$540							5
							4,970			6
										7
										8
		3,000	§510	$2,500			7,949		3,860 00	9
									3,575 00	10
										11
										12
				§775						13
§7,600	2,940 00									14
								21,484 50	2,362 50	15
										16
11,200		300		875		5,862	3,585			17
							6,330	25,523 00	2,320 00	18
								29,754 00	2,100 00	19
	1,176 00					10,215		22,339 00		20
										21
13,400						§3,987				22
								22,847 50	2,320 00	23
							§2,060	26,774 50	2,430 00	24
	‡980 00							30,682 25	3,185 00	25
							7,170			26
										27
									2,820 00	28
										29
									2,870 00	30
										31
		§276				6,810				32
								25,490 00	2,600 00	33
13,800		594	564	940		5,205				34
										35
								24,874 00	§2,090 00	36
										37
								§21,299 00		38
	1,004 49									39
										40
										41
										42
										43
										44
	§‡980 00									45
										46
										47
										48
										49
										50
									2,840 00	51
7,800	1,470 00	600	475	1,000	420	5,710	2,545			52
										53
										54
										55
										56

‡ Decided by lot.

§ Accepted.

KITTERY.—*Schedule of proposals for timber and materials*

Number.	Bidders.	Class No. 27.	No. 28.	No. 30.	No. 31.	No. 33.
		Iron spikes.	Iron nails, wro'ght and cut.	Lead.	Zinc, tin, and solder.	Hardware.
1	William A. Wheeler	§$2,925 00	$1,192 40	$10,741 50	$3,554 75	$5,478 40
2	Samuel Adams & Co					
3	William N. Mills					
4	Robert Holyoke					
5	George T. Wallace					
6	Sillick Nichols					
7	John B. A. Allen					
8	James E. Grannis			10,876 25		
9	Richard Dunbar	3,600 00	1,383 00	13,860 00		6,754 46
10	Eaton & Gage			11,375 00	4,260 00	
11	David Ripley & Sons					
12	William M. Shakespear					
13	Samuel Patterson					
14	Henry G. Beach					
15	Charles C. Wentworth	3,819 00	1,197 00	10,741 50	3,482 25	6,334 29
16	Foster & Tower		1,258 00			§4,382 30
17	Trickey, Jewett & Cook					
18	William E. Spalding	3,800 00	1,224 00	10,740 00	3,195 00	5,679 65
19	Jacob S. Wortman	3,900 00				
20	N. W. Coffin					
21	John J. Bingham	3,600 00				
22	George W. Lawrence					
23	John R. Elvans & Co	6,000 00	1,219 00	11,400 00	3,377 50	
24	Lockwood & Collins	3,130 00	§1,120 40	10,800 00	3,145 00	5,211 50
25	William Porter & Sons	3,250 00		13,090 00	3,447 50	
26	Daniel S. Grice					
27	James Bigler					
28	George Adams		1,301 00		3,652 50	
29	Huffington & Fentress					
30	J. M. Wardwell					
31	A. Hainickell			10,512 50	3,670 00	
32	Andrew J. Stimson					
33	Spalding & Parrott	3,975 00				
34	George A. Hammond					
35	William Macomber					
36	S. S. Rowland	3,100 00	1,314 20	§8,640 00	§2,915 00	7,815 40
37	Frank Miller			12,620 00	5,750 00	
38	William E. Coffin & Co	3,562 50	1,306 00			
39	George T. Vaughan		1,508 60			
40	C. Levering, president					
41	S. T. Snow					
42	Robert Colgate & Co					
43	G. W. Churchman					
44	James McCullough			10,934 00		
45	Frederick A. Southmayd					
46	John H. Bailey		1,249 90	9,600 00	3,540 00	6,934 00
47	Edward R. Eager	4,500 00				
48	Southard, Herbert & Co					
49	James M. Shaw				3,745 00	
50	A. W. Trussell					
51	Hosea Clark*	3,300 00	1,552 44	11,550 00	3,729 65	5,537 50
52	Charles P. Riggs*					
53	L. W. Conner†					
54	Wesley Smith†					
55	Moseley & Hodgeman†					
56	Winsor & Whitney†					

*Bids not in conformity with law.

†Received after time advertised for opening bids.

NAVY DEPARTMENT, *Bureau of Construction and Repair, July* 11, 1865.

for the navy yard at Kittery, &c.—Continued.

No. 34.	No. 36.	No. 38.	No. 39.	No. 40.	No. 41.	No. 44.	No. 45.	No. 47.	No. 50.	
Tools for stores.	White lead.	Colored paints, dryers, &c.	Varnish.	Linseed oil.	Glass.	Fish oil.	Tallow, soap, and sweet oil.	Ship-chandlery.	Ingot copper.	
$2,508 76	$700 00	$896 50	$255 00	$1,300	$1,491 75	$390	$192	$848 50	$3,100 00	1
										2
										3
										4
										5
										6
						375				7
										8
	1,050 00			1,500	5,967 00			1,377 50	4,800 00	9
										10
										11
										12
										13
										14
3,709 18					1,344 25				3,200 00	15
2,608 57										16
										17
§2,078 65	587 50	§841 00	§174 00	1,260	§934 50	348	196	595 00	3,100 00	18
										19
										20
										21
										22
									3,000 00	23
2,364 10	700 00	842 80	183 33⅓	1,290	1,225 00	387	170	§560 50	2,900 00	24
	875 00			1,300					3,487 50	25
										26
										27
	800 00			1,400	1,495 50		200		3,400 00	28
										29
										30
									3,200 00	31
										32
										33
										34
	750 00			1,450		381	203			35
3,230 60	§500 00	1,040 60	243 33⅓	1,100	2,001 00	390	170	713 25	§2,800 00	36
	800 00	1,006 50	203 33⅓	1,240		342	218			37
									3,375 00	38
						327	208	857 25		39
									2,900 00	40
									3,100 00	41
	700 00									42
										43
										44
										45
3,751 00	570 00	884 00	244 00	§1,090	1,348 00		§158	746 00	3,090 00	46
										47
						§312	188			48
									3,350 00	49
										50
2,920 00	700 00	930 10		1,300	1,104 00	450	170	1,365 75	4,200 00	51
										52
										53
										54
										55
										56

§ Accepted.

Opened in the presence of—
JOHN LENTHALL, *Chief of Bureau.*
J. W. DEEBLE, *Chief Clerk.*
WILLIAM RICHMOND, *Clerk.*

CHARLESTOWN.—*Schedule of proposals for timber and materials for the navy tion and Repair*

	Bidders.	Class. No. 1. White oak logs.	No. 2. White oak keel or keelson pieces.	No. 3. White oak curved timber.	No. 4. White oak plank.	No. 6. Yellow pine logs.
1	William A. Wheeler					
2	William N. Mills					
3	Robert Holyoke					
4	George T. Wallace	B. $54,000	$5,280			B. $18,000
5	Sillick Nichols					
6	John B. A. Allen					
7	James E. Grannis					
8	Richard Dunbar	A. 45,000 B. 45,000	3,300	A. $16,000 B. 16,000	A. $10,500 B. 10,500	A. 30,000 B. 30,000
9	Eaton & Gage	A. 38,400 B. 39,000	4,983	A. 16,600 B. 16,600	A. 9,680 B. 9,800	A. 18,300 B. 18,300
10	David Ripley & Sons				A. 10,500	
11	W. M. & H. C. Wyeth					
12	William M. Shakespear	A. 40,800 B. 42,000	4,950	A. 16,800 B. 15,800	A. 9,800 B. 9,520	A. 19,500 B. 18,000
13	Samuel Patterson		6,270		A. 9,660 B. 9,130	B. 24,000
14	Henry G. Beach	A. 38,400 B. 38,400	4,125	A. 20,000 B. 20,000	A. 10,500 B. 10,500	A. 18,000 B. 18,000
15	Charles C. Wentworth					
16	Foster & Tower					
17	Jacob S. Wortman					
18	N. W. Coffin					A. 22,950 B. 23,250
19	W. E. Spalding					
20	John J. Bingham					
21	George W. Lawrence	B. 37,800	3,597	A. 22,400	B. 10,810	A. 18,900
22	Lockwood & Collins					
23	Daniel S. Grice				A. 11,900 B. 11,900	
24	James Bigler	A. 35,400 B. 35,400	§2,640			
25	George Adams					
26	Huffington & Fentress	A. 36,000		A. §11,200		A. 16,500 B. §16,500
27	Howe & French					
28	William Porter & Sons					
29	Jeremiah M. Wardwell					
30	James L. Hatton	A. 57,000		A. 20,000		A. §15,900
31	William Macomber					
32	S. S. Rowland					
33	Trickey, Jewett & Cook	A. 34,800 B. 34,800	2,805	A. 15,000 B. §15,000	A. §9,100 B. §9,100	A. 19,500 B. 19,500
34	William E. Coffin & Co					
35	George T. Vaughan					
36	Frank Miller					
37	Charles E. Dunham					
38	Robert Colgate & Co					
39	James McCullough					
40	A. Harnickell					
41	Frederick A. Southmayd					
42	John H. Baily					
43	Edward R. Eager					
44	Southard, Herbert & Co					
45	James M. Shaw					
46	A. W. Trussell	A. §34,500 B. §33,000				A. 20,100 B. 19,500
47	Hosea Clark*					
48	Charles P. Riggs*	A. 34,800 B. 35,400	2,607	A. 12,800 B. 12,800	A. 7,700 B. 7,550	A. 12,000 B. 12,600
49	L. W. Conner†					
50	Wesley Smith†					
51	Moseley & Hodgeman†					
52	Winsor & Whitney†					

*Bids not in conformity with law.

†Received after time advertised for opening bids.

yard at Charlestown, made under the advertisement of the Bureau of Construc- of June 15, 1865.

No. 8.	No. 9.	No. 11.	No. 13.	No. 14.	No. 18.	No. 19.	No. 20.	No. 21.	No. 23.	No. 25.	
Yellow pine mast and spar timber.	White pine deck plank.	White pine logs, plank, and boards.	Ash logs and planks.	Ash oars.	Locust timber.	White oak staves and headings.	Black spruce.	Locust tree-nails.	Lignumvitæ.	Iron, round, flat, and square.	
.....	.....	.....	.....	.....	.....	.....	.....	.....	$700	$26, 908 25	1
.....	.....	.....	.....	.....	.....	$1, 890 00	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	$2, 810	.....	.....	.....	3
$21, 711 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	600	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
15, 921 40	$6, 500	$13, 200	$3, 650	.....	.....	.....	.....	.....	.....	.....	8
20, 230 16	6, 500	‡§11, 000	.....	.....	.....	.....	.....	.....	.....	.....	9
.....	5, 500	‡11, 000	.....	.....	.....	.....	.....	.....	.....	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27, 608 75	11
25, 329 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12
18, 816 20	6, 500	14, 300	.....	$550 00	§$3, 725	§1, 350	.....	.....	.....	.....	13
13, 026 60	7, 500	13, 200	3, 200	1, 250 00	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26, 181 25	15
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31, 955 00	17
.....	.....	.....	3, 000	587 50	.....	.....	3, 340	.....	.....	25, 690 50	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	760	28, 431 66	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20
.....	5, 400	11, 260	.....	.....	.....	.....	§2, 070	$2, 640	.....	.....	21
.....	.....	.....	.....	.....	.....	.....	.....	.....	§200	31, 355 00	22
.....	7, 300	15, 500	.....	.....	.....	.....	.....	.....	960	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35, 332 50	25
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	27
.....	.....	.....	.....	300 00	.....	.....	.....	.....	.....	38, 090 00	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
21, 505 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31, 745 00	32
§10, 652 65	§4, 950	‡11, 000	§2, 000	.....	4, 375	.....	2, 160	3, 600	400	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28, 134 37	34
.....	.....	.....	.....	562 50	.....	.....	.....	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31, 588 75	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
.....	.....	.....	.....	§450 00	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25, 086 60	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25, 770 00	47
19, 759 45	5, 900	10, 900	2, 470	650 00	4, 975	1, 827 50	2, 504	3, 540	320	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52

‡ Decided by lot.

§ Accepted.

CHARLESTOWN.—*Schedule of proposals for timber and mate-*

	Bidders.	Class No. 26. Steel.	No. 27. Iron spikes.	No. 28. Iron nails, wr'ght and cut.	No. 30. Lead.	No. 31. Zinc, tin, and solder.	No. 33. Hardware.
1	William A. Wheeler	$822 50	§$2,725	$1,312 45	$9,730	$3,207 00	§$6,041 98
2	William N. Mills						
3	Robert Holyoke						
4	George T. Wallace						
5	Sillick Nichols						
6	John B. A. Allen						
7	James E. Grannis				9,800		
8	Richard Dunbar						
9	Eaton & Gage	1,292 50			9,875	3,833 00	
10	David Ripley & Sons						
11	W. M. & H. C. Wyeth	852 00	3,875				
12	William M. Shakespear						
13	Samuel Patterson						
14	Henry G. Beach						
15	Charles C. Wentworth	862 05	3,335	1,405 25	9,680	3,136 00	6,587 73
16	Foster & Tower			1,334 00			6,249 38½
17	Jacob S. Wortman	799 00	4,000				
18	N. W. Coffin	1,131 00	3,975				
19	W. E. Spalding	870 00	3,750	1,539 33	9,700	2,949 33	7,190 05
20	John J. Bingham		3,750				
21	George W. Lawrence						
22	Lockwood & Collins	876 00	3,250	1,380 00	10,400	2,925 00	7,239 60
23	Daniel S. Grice						
24	James Bigler						
25	George Adams	1,069 00	3,875	1,677 00	12,600	3,175 00	
26	Huffington & Fentress						
27	Howe & French						
28	William Porter & Sons	1,139 00	3,250		11,900	3,200 00	
29	Jeremiah M. Wardwell	1,038 62					
30	James L. Hatton						
31	William Macomber						
32	S. S. Rowland	§722 00	3,000	§1,197 00	§8,400	§2,519 00	6,599 45
33	Trickey, Jewett & Cook						
34	William E. Coffin & Co		3,375				
35	George T. Vaughan						
36	Frank Miller				11,700	6,720 00	
37	Charles E. Dunham		3,750		8,680		
38	Robert Colgate & Co						
39	James McCullough				9,940		
40	A. Harnickell				9,325	3,295 00	
41	Frederick A. Southmayd						
42	John H. Bailey				8,750		
43	Edward R. Eager		3,495				
44	Southard, Herbert & Co						
45	James M. Shaw					3,478 00	
46	A. W. Trussell						
47	Hosea Clark*	1,126 00	3,000	1,630 00	10,500	3,440 00	9,393 70
48	Charles P. Riggs						
49	L. W. Connert						
50	Wesley Smitht						
51	Moseley & Hodgemant						
52	Winsor & Whitneyt						

* Bids not in conformity with law.

† Received after time advertised for opening bids.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, *July* 11, 1865.

rials for the navy yard at Charlestown, &c.—Continued.

No. 34.	No. 36.	No. 37.	No. 38.	No. 39.	No. 40.	No. 41.	No. 44.	No. 45.	No. 47.	
Tools for stores.	White lead.	Zinc paints.	Colored paints, dryers, &c.	Varnish.	Linseed oil.	Glass.	Fish oil.	Tallow, soap, and sweet oil.	Ship-chandlery.	
$4,293 97	$5,326 00	$100	§$1,184 50	$2,005 75	$6,250	$1,850 00	$1,350	$1,230	$1,563 70	1
										2
										3
										4
										5
							1,250			6
										7
										8
										9
										10
										11
										12
										13
										14
5,831 26						1,291 00				15
4,640 42										16
										17
										18
§3,913 80	5,332 50	75	1,337 50	2,021 75	6,275	§975 00	1,130	1,305	1,305 70	19
										20
										21
4,315 20	6,330 00	§70	1,220 50	§2,005 00	6,300	1,500 00	1,300	1,345	§1,293 00	22
										23
										24
					6,750	1,518 50				25
										26
	6,576 00	80	1,302 80	2,132 50	6,750					27
5,657 10	7,662 25				6,500					28
										29
										30
	6,609 00	140			7,250		1,400	1,365		31
4,810 20	§4,516 00	140		2,740 00	§5,500		§950	§1,130	1,855 00	32
										33
										34
										35
	6,576 00	120	1,507 50	2,140 00	6,200		1,190	1,475		36
										37
	6,226 00									38
										39
										40
										41
	5,287 00	84								42
										43
							1,140	1,299 50		44
										45
										46
4,432 00	6,430 00	80	1,537 00	2,320 00	6,250	1,250 00	1,400	1,370 00	2,106 00	47
										48
										49
										50
										51
										52

§ Accepted.

Opened in the presence of—
JOHN LENTHALL, *Chief of Bureau.*
J. W. DEEBLE, *Chief Clerk.*
WILLIAM RICHMOND, *Clerk.*

BROOKLYN.—*Schedule of proposals for timber and materials for the navy yard Repair of*

	Bidders.	Class No. 1. White oak logs.	No. 2. White oak keel or keelson pieces.	No. 3. White oak curved timber.	No. 4. White oak plank.	No. 5. White oak boards.	No. 6. Yellow pine logs.	No. 7. Yell'w pine beams.	No. 8. Yellow pine mast and spar timber.	No. 11. White pine logs, plank & boards.
1	William A. Wheeler									
2	Frothingham & Fisher									
3	Robert Holyoke									
4	George T. Wallace	$24,000	$6,594 00				$45,000	$4,130	$16,610 50	
5	W. P. Tatham									
6	Sillick Nichols									
7	John B. A. Allen									
8	Joseph W. Duryee				$2,000	$1,600				$26,300
9	G. H. Creed									
10	Benjamin W. How									
11	James E. Grannis									
12	William W. Shields									
13	Richard Dunbar	22,500	4,396 00	$6,000	1,875	1,360	63,750	8,260	14,389 10	38,200
14	Eaton & Gage	15,900	5,758 76	8,300	1,900	1,520	47,250	5,605	16,612 87	33,310
15	David Ripley & Sons	18,000			1,875	1,500				30,420
16	W. M. & H. C. Wyeth									
17	William M. Shakespear	20,700	6,594 00	7,400			47,250	4,720		
18	Samuel Patterson		8,528 24							
19	Henry G. Beach	15,900	3,209 08	9,500	1,750	1,400	§36,000	§3,127	§9,139 96	33,350
20	Chas. C. Wentworth									
21	Foster & Tower									
22	Jacob S. Wortman									
23	N. W. Coffin									
24	S. S. Rowland									
25	John J. Bingham									29,840
26	Bliven, Meade & Co									
27	George W. Lawrence	18,600	4,747 68	10,900	1,800	1,580	47,250			
28	John R. Elvans & Co									
29	Lockwood & Collins									
30	William Porter & Sons									
31	William Miller									
32	Daniel S. Grice		9,671 20							36,120
33	William E. Spalding									
34	James Bigler	§13,200	§2,549 68	7,200	1,375	960	36,750	4,661		28,580
35	George Adams									
36	E. Wheeler & Son									
37	William Bowne									
38	Huffington & Fentress			§5,400			40,500			
39	C. E. Pennock & Co									
40	William F. Potts									
41	William Macomber									
42	Frank Miller									
43	John Leary & Co									
44	James R. Thompson & Co									
45	James L. Hatton	24,000		10,000			37,500	4,425	18,427 10	
46	J. M. Wardwell									
47	Watson & Pittinger				§1,125	§900				§25,180
48	Edward Clarke									
49	C. & E. Wood									
50	F. S. Bletz				1,500	1,200				
51	Charles W. Whitney									
52	Robert Colgate & Co									
53	N. P. Haven									
54	James McCullough									
55	A. Harnickell									
56	Frederick A. Southmayd				1,630	1,160				
57	Smith & Hegeman									
58	John D. & Jas. R. Conklin									
59	James W. Flinn									
60	Southard, Herbert & Co									
61	James M. Shaw									
62	A. W. Trussell						52,125			
63	Hosea Clark*									
64	Charles P. Riggs*	17,400	3,340 90	7,800	1,375	1,000	30,000	2,655	9,613 35	30,700
65	L. W. Connerf									
66	Wesley Smithf									
67	Moseley & Hodgemanf									

* Bids not in conformity with law.

† Received after time advertised for opening bids.

at Brooklyn, made under the advertisement of the Bureau of Construction and June 15, 1865.

No. 13.	No. 14	No. 15.	No. 16.	No. 17	No. 18	No. 19	No. 20	No. 21	No. 22	No. 23	No. 25.	No. 26.	
Ash logs & planks.	Ash oars.	Hickory buts and bars.	Black walnut and cherry.	Cedar and cypress boards.	Locust timber.	White oak staves and headings.	Black spruce.	Locust tree-nails.	Mahogany.	Lignumvitæ.	Iron, round, flat, and square.	Steel.	
										$5,410	$43,644 00	$2,331 50	1
													2
							$6,885						3
													4
													5
										3,840			6
													7
$4,037 50			$1,185 00										8
											47,555 00	2,397 00	9
													10
													11
													12
7,600 00			1,240 00										13
6,650 00		$1,400 00	1,550 00	$3,500	$3,750	$3,400	7,275						14
5,225 00													15
											44,673 00	2,560 75	16
													17
	$2,400				2,625			$3,200					18
6,650 00	4,000	950 00	1,367 50										19
												2,714 20	20
													21
											52,080 00	2,281 00	22
	2,350												23
											50,060 00	§2,270 00	24
	2,300										55,245 00	2,500 00	25
													26
							§5,155						27
											‖40,738 75	2,414 00	28
										§1,455	49,545 50	2,401 00	29
	1,900										57,741 50	3,071 00	30
													31
7,070 00			2,825 00	4,750			8,200			6,400			32
										3,475	§43,531 50	2,442 00	33
3,705 00			1,012 50	4,000			5,590						34
												3,050 00	35
											51,536 00	2,585 00	36
												2,711 00	37
													38
													39
											‖43,225 50	2,552 00	40
													41
													42
													43
												2,699 00	44
													45
												2,830 02	46
§3,610 00	2,400	§550 00	§1,005 00	§3,000	2,250	§2,450	5,320	§3,000	§§375	3,100			47
							5,280						48
													49
5,600 00			1,335 00		§1,500								50
											§§39,225 00	2,648 00	51
													52
											39,275 62		53
													54
													55
4,370 00	§1,660	590 00	1,530 00	3,600									56
											55,041 25		57
					2,850			4,200					58
						2,690							59
													60
													61
													62
											41,046 00	3,018 00	63
4,655 00	2,400	687 50	1,224 50	3,450	2,850	3,590	6,325	2,450					64
													65
													66
													67

§ Accepted. ‖ Bidder declined to execute contract. §§ Bidder refused to execute contract.

BROOKLYN.—*Schedule of proposals for timber and*

	Bidders.	Class No. 27. Iron spikes.	No. 28. Iron nails, wr'ght and cut.	No. 30. Lead.	No. 31. Zinc, tin, and solder.	No. 33. Hardware.	No. 34. Tools for stores.	No. 36. White lead.
1	William A. Wheeler	§§4,150 30	$6,096 50	$2,780	§2,103 50	$12,534 43	$12,707 70	§§14,250 00
2	Frothingham & Fisher							15,937 00
3	Robert Holyoke							
4	George T. Wallace							
5	W. P. Tatham			2,800				
6	Sillick Nichols							
7	John B. A. Allen							
8	Joseph W. Duryee							
9	G. H. Creed	5,550 00	6,676 00	2,900	2,110 00	13,220 70	§10,463 60	16,250 00
10	Benjamin W. How							15,250 00
11	James E. Grannis			2,800				
12	William W. Shields							
13	Richard Dunbar							
14	Eaton & Gage			2,900	2,716 00			
15	David Ripley & Sons							
16	W. M. & H. C. Wyeth	6,205 00						
17	William M. Shakespear							
18	Samuel Patterson							
19	Henry G. Beach							
20	Charles C. Wentworth	5,176 67	6,382 25	2,780	2,067 00			
21	Foster & Tower		6,086 50	2,900	2,060 00	§11,442 49	13,931 71	
22	Jacob S. Wortman	5,490 00						
23	N. W. Coffin							
24	S. S. Rowland	5,775 00	6,715 00	§2,400	1,960 00	15,773 20	14,135 49	16,500 00
25	John J. Bingham	4,717 50	6,313 75	3,200	2,100 50	15,569 20	15,118 95	
26	Bliven, Meade & Co.	4,427 50	6,328 37			17,764 72	14,749 45	
27	George W. Lawrence							
28	John R. Elvans & Co	5,635 00	6,073 75	2,750	1,930 00			
29	Lockwood & Collins	4,400 00	5,920 00	3,000	1,945 00	13,780 55	13,106 00	17,250 00
30	William Porter & Sons	4,315 00		3,300	2,126 40	14,872 80	17,153 87	21,093 75
31	William Miller				2,231 00			18,250 00
32	Daniel S. Grice							
33	William E. Spalding	4,830 00	6,422 50	2,780	§1,903 00	13,038 15	11,885 15	14,750 00
34	James Bigler							
35	George Adams			3,600	2,105 00			
36	E. Wheeler & Son	7,700 00	§5,797 50	2,800	2,030 00	16,287 00	16,436 25	
37	William Bowne	8,470 00	7,688 00	3,200	2,122 00			
38	Huffington & Fentress							
39	C. E. Pennock & Co							
40	William F. Potts							
41	William Macomber							
42	Frank Miller			3,175	3,800 00			18,687 50
43	John Leary & Co							
44	James R. Thompson & Co							
45	James L. Hatton							
46	J. M. Wardwell	4,795 00	6,446 00	3,100	2,324 00		14,253 32	
47	Watson & Pittinger							
48	Edward Clarke							
49	C. & E. Wood							
50	F. S. Bletz							
51	Charles W. Whitney	4,410 00	§§5,421 87					
52	Robert Colgate & Co							17,750 00
53	N. P. Haven							
54	James McCullough			2,800				
55	A. Harnickell			2,600	2,110 00			
56	Frederick A. Southmayd							
57	Smith & Hegeman							
58	John D. & Jas. R. Conklin							
59	James W. Flinn							
60	Southard, Herbert & Co							
61	James M. Shaw				2,269 50			
62	A. W. Trussell							
63	Hosea Clark*	4,620 00	6,693 00	2,800	2,140 00	13,115 71	14,475 55	18,000 00
64	Charles P. Riggs*							
65	L. W. Connert							
66	Wesley Smitht							
67	Moseley & Hodgemant							

* Bids not in conformity with law.
§ Accepted.
† Received after time advertised for opening bids.
§§ Bidder refused to execute contract.

NAVY DEPARTMENT. BUREAU OF CONSTRUCTION AND REPAIR, *July* 11, 1865.

materials for the navy yard at Brooklyn, &c.—Continued.

No. 37.	No. 38.¶	No. 39.	No. 40.	No. 41.	No. 42.	No. 44	No. 45	No. 46.	No. 47.	No. 49	
Zinc paints.	Colored paints, dryers, &c.	Varnish.	Linseed oil.	Glass.	Brushes.	Fish oil.	Tallow, soap, and sweet oil.	Junk.	Ship-chandlery.	Tank iron.	
$1,300 00	$7,780 75	§$10,096 50	$15,000	$2,090 00	$750 00	$750	$1,275	§$13,100	$2,185 70	$4,560	1
1,250 00											2
											3
											4
											5
											6
						750					7
											8
1,300 00	9,959 00	11,805 00	15,360		730 00	900	1,200	17,500	2,086 50	4,320	9
											10
											11
				1,749 75							12
											13
											14
											15
											16
											17
											18
											19
											20
					§378 25						21
										3,620	22
											23
1,700 00		12,425 00	‡14,160	1,701 50	776 00	660	1,200			4,620	24
					992 50		§1,050	17,000	1,777 00		25
											26
											27
										5,850	28
1,250 00	7,610 50	10,980 00	15,120	2,267 75	971 50	756	1,150	22,500	1,891 00	4,570	29
			15,360								30
§1,175 00	8,835 75	11,851 00	15,000	§1,639 05	934 00		1,300				31
											32
1,243 75	8,119 37	12,265 00	14,760	1,665 20	722 50	687	1,375		§1,617 70	§3,445	33
											34
			17,400	2,304 00			1,250				35
					742 50		1,250				36
			15,600								37
											38
										4,120	39
											40
			16,800			762	1,300				41
1,450 00	9,831 50	11,140 00	14,880		754 50	714	1,350				42
	8,958 00	11,901 00	‡§14,160								43
											44
											45
							1,400				46
											47
											48
					974 75						49
											50
										‖3,290	51
											52
											53
											54
											55
											56
											57
											58
											59
						§654	1,290				60
											61
											62
1,500 00	10,489 50	11,735 00	15,000	2,159 50	1,021 25	780	1,200	13,500	1,783 00	5,510	63
											64
											65
											66
											67

‡ Decided by lot. ‖ Bidder declined to execute contract. ¶ No contract made under advertisement of June 15.

Opened in presence of JOHN LENTHALL, *Chief of Bureau;* J. W. DEEBLE, *Chief Clerk;* W. RICHMOND, *Clerk*

PHILADELPHIA.—*Schedule of proposals for timber and materials for the navy tion and Repair*

	Bidders.	Class No. 1. White oak logs.	No. 3. White oak curved timber.	No. 4. White oak plank.	No. 8. Yellow pine mast and spar timber.	No. 9. White pine deck plank.	No. 10. White pine mast timber.
1	William A. Wheeler						
2	Samuel S. Bigler					$11,894 00	
3	George T. Wallace	$14,300			$13,464 00		
4	W. P. Tatham						
5	Sillick Nichols						
6	Henry Winsor						
7	James E. Grannis						
8	Richard Dunbar	15,900	$15,900	$4,162 50	13,464 00	14,865 00	$2,500
9	Eaton & Gage	13,200	17,140	3,885 00	10,860 96	16,345 00	3,000
10	W. M. & H. C. Wyeth						
11	James W. Robbins						
12	William M. Shakespear	12,040	§12,550	§2,775 00	11,220 00		
13	S. Patterson	14,600		2,900 00	§7,091 04	14,867 50	
14	Henry G. Beach	13,200	18,360	3,052 50		15,700 00	§2,000
15	Foster & Tower						
16	Charles M. Ghriskey						
17	S. S. Rowland						
18	William E. Spalding						
19	Jacob S. Wortman						
20	N. W. Coffin						
21	John J. Bingham						
22	John R. Elvans & Co						
23	Lockwood & Collins						
24	Daniel S. Grice					11,723 00	2,700
25	James Bigler	§10,500					
26	George Adams						
27	Jeremiah M. Wardwell						
28	Paul J. Field						
29	Joseph Baymore						2,500
30	Edwin G. Stones						
31	A. Harnickell						
32	William F. Potts						
33	William Macomber						
34	E. Wheeler & Son						
35	Louis Thompson & Co			2,886 00		10,601 00	
36	David Mitchell						
37	John Leary & Co						
38	William Porter & Sons						
39	Frank Miller						
40	Watson & Pittinger					13,420 00	2,230
41	C. Levering						
42	William Waterall						
43	F. S. Bletz			3,130 00		§9,304 00	
44	Robert Colgate & Co						
45	Smith & Richardson						
46	G. W. Churchman	14,100	13,500	3,885 00		12,370 00	
47	James McCullough						
48	Frederick A. Southmayd						
49	J. H. Wainwright						
50	Southard, Herbert & Co						
51	James M. Shaw						
52	A. W. Trussell	13,200			13,464 00		
53	John & Charles Stockham					11,455 00	
54	Wainwright & Bros					11,062 00	
55	Hosea Clark*						
56	Charles P. Riggs*	10,694	14,500	3,090 00	6,193 44	12,267 00	1,490
57	L. W. Connert						
58	Wesley Smitht						
59	Moseley & Hodgemant						
60	Winsor & Whitneyt						

* Bids not in conformity with law. † Received after time advertised for opening bids.

yard at Philadelphia, made under the advertisement of the Bureau of Construc- of June 15, 1865.

No. 11.	No. 13.	No. 14.	No. 17.	No. 18.	No. 20.	No. 23.	No. 25.	No. 26.	No. 27.	
White pine logs, plank, and boards.	Ash logs and plank.	Ash oars.	Cedar and cypress boards.	Locust timber.	Black spruce.	Lignumvitæ.	Iron, round, flat, and square.	Steel.	Iron spikes.	
.....	.....	.....	.....	.....	.....	$875	$10,829 50	$682 65	§$1,620	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	700	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
$11,975 00	$1,200	.....	$1,600	$12,000	$1,150	1,250	.....	.....	.....	8
10,750 00	.....	.....	.....	.....	.....	.....	.....	1,017 50	.....	9
.....	.....	.....	.....	.....	.....	.....	10,652 50	672 00	2,400	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	4,500	.....	.....	.....	.....	.....	12
.....	.....	$708 00	2,500	4,350	.....	.....	.....	.....	.....	13
10,500 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	15
.....	.....	.....	.....	.....	.....	.....	.....	831 00	2,100	16
.....	.....	.....	.....	.....	.....	.....	.....	755 00	2,400	17
.....	.....	.....	.....	.....	.....	750	10,625 00	690 00	2,250	18
.....	.....	.....	.....	.....	.....	.....	13,225 00	690 00	2,400	19
.....	.....	885 00	.....	.....	.....	.....	.....	.....	.....	20
.....	.....	785 00	.....	.....	.....	.....	.....	.....	2,100	21
.....	.....	.....	.....	.....	.....	.....	§10,036 25	§666 00	2,700	22
.....	.....	.....	.....	.....	.....	§250	12,160 00	693 00	1,758	23
11,650 00	885	.....	1,525	6,000	970	1,100	.....	.....	.....	24
9,225 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	25
.....	.....	.....	.....	.....	.....	.....	.....	858 00	.....	26
.....	.....	.....	.....	.....	.....	.....	.....	832 50	.....	27
.....	.....	.....	.....	.....	.....	.....	13,470 00	.....	2,175	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	948 50	2,250	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	10,557 50	721 50	.....	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	12,775 00	715 00	3,000	34
9,752 50	§750	.....	.....	3,900	.....	350	.....	.....	.....	35
.....	.....	.....	.....	.....	.....	.....	28,035 00	.....	.....	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	37
.....	.....	708 00	.....	.....	.....	.....	14,710 00	900 00	1,725	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
§8,250 00	770	1,062 00	1,300	5,250	§935	750	.....	.....	.....	40
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
11,125 00	900	.....	.....	§2,850	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	§628 50	§1,080	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	1,800	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54
.....	.....	.....	.....	.....	.....	.....	9,965 00	814 00	1,800	55
9,140 00	843	849 60	1,430	4,470	1,130	425	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	60

‡ Decided by lot. § Accepted.

PHILADELPHIA.—*Schedule of proposals for timber and mate-*

	Bidders.	Class No. 28. Iron nails, wrought and cut.	No. 30. Lead.	No. 31. Zinc, tin, and solder.	No. 33. Hardware.	No. 34. Tools for stores.	No. 36. White lead.
1	William A. Wheeler	$956 00	$6,484 00	$4,222 50	$10,141 03	§$3,125 72	$1,300 00
2	Samuel S. Bigler						
3	George T. Wallace						
4	W. P. Tatham		6,500 00				
5	Sillick Nichols						
6	Henry Winsor						
7	James E. Grannis		6,475 00				
8	Richard Dunbar						
9	Eaton & Gage		6,556 25	4,900 00			
10	W. M. & H. C. Wyeth						
11	James W. Robbins						1,449 00
12	William M. Shakespear						
13	S. Patterson						
14	Henry G. Beach						
15	Foster & Tower				8,410 98	3,557 26	
16	Charles M. Ghriskey	1,555 00			9,258 19	4,153 75	
17	S. S. Rowland	980 00	6,500 00	3,120 00			1,500 00
18	William E. Spalding	1,110 00	6,550 00	§2,815 00	§7,548 45	3,142 55	§1,175 00
19	Jacob S. Wortman						
20	N. W. Coffin						
21	John J. Bingham						
22	John R. Elvans & Co	1,019 00	6,481 25	3,000 00			
23	Lockwood & Collins	§950 00	6,750 00	3,035 00	10,641 30	3,204 45	1,300 00
24	Daniel S. Grice						
25	James Bigler						
26	George Adams	1,340 00	8,250 00	3,230 00			
27	Jeremiah M. Wardwell						
28	Paul J. Field	1,135 00	7,350 00				
29	Joseph Baymore						
30	Edwin G. Stones	1,067 50	7,025 00	3,407 50	9,696 93	3,988 09	
31	A. Harnickell		6,318 75	3,240 00			
32	William F. Potts						
33	William Macomber						
34	E. Wheeler & Son	1,070 00	§6,200 00	3,300 00	10,687 80	4,097 45	
35	Louis Thompson & Co						
36	David Mitchell						
37	John Leary & Co						1,400 00
38	William Porter & Sons		7,837 50	3,165 00			1,737 50
39	Frank Miller		7,368 75	6,300 00			1,500 00
40	Watson & Pittinger						
41	C. Levering						
42	William Waterall						1,500 00
43	F. S. Bletz						
44	Robert Colgate & Co						1,500 00
45	Smith & Richardson				13,142 85	3,642 49	
46	G. W. Churchman						
47	James McCullough		6,600 00				
48	Frederick A. Southmayd						
49	J. H. Wainwright						
50	Southard, Herbert & Co						
51	James M. Shaw		8,187 50	3,430 00			
52	A. W. Trussell						
53	John & Charles Stockham						
54	Wainwright & Bros.						
55	Hosea Clark*	1,580 00	7,000 00	3,400 00	12,084 84	3,118 95	1,400 00
56	Charles P. Riggs*						
57	L. W. Connert						
58	Wesley Smitht						
59	Moseley & Hodgemant						
60	Winsor & Whitneyt						

* Bids not in conformity with law. † Received after time advertised for opening bids

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, *July* 11, 1865

rials for the navy yard at Philadelphia, &c.—Continued.

No. 37.	No. 38.	No. 39.	No. 40.¶	No. 41.	No. 42.	No. 45.	No. 47.	No. 48.	No. 50.	
Zinc paints.	Color'd paints, dryers, &c.	Varnish.	Linseed oil.	Glass.	Brushes.	Tallow, soap, and sweet oil.	Ship-chandlery.	Oakum.	Ingot copper.	
$2,850 00	$4,469 50	§$887 60	$7,570	$841 50	$350 00	§$93 00	$1,978 07	§$5,940	$1,575 00	1
										2
										3
										4
										5
									1,550 00	6
										7
										8
									1,625 00	9
										10
2,038 50	§4,110 70	1,048 00	8,400	820 62	‡132 50	112 00				11
										12
										13
										14
										15
				750 75	140 00		1,752 19	7,800		16
3,060 00	6,348 55	1,295 00	7,550		265 00	116 00			1,650 00	17
1,935 00	4,536 00	1,036 50	7,430	§558 50	432 50	144 00	2,117 19	9,000	1,600 00	18
										19
										20
										21
									§1,250 00	22
§1,825 00	4,650 50	1,066 50	7,590	967 50	135 00	128 50	§1,609 10	7,140	1,450 00	23
										24
										25
			8,500	679 90		126 50			1,750 00	26
										27
										28
										29
					240 00				1,650 00	30
									1,600 00	31
										32
			8,750			130 00		9,600		33
					150 00		1,932 08	8,400		34
										35
										36
1,840 00	4,588 00	1,146 00	7,160							37
			7,860						1,743 75	38
2,040 00	4,547 80	1,203 00	7,480	607 87½	‡§132 50	124 00				39
										40
									1,425 00	41
2,560 00	5,917 30									42
										43
										44
										45
										46
										47
										48
										49
						130 00				50
									1,750 00	51
										52
										53
										54
1,840 00	5,416 70	1,135 00	7,550	712 90	180 00	154 00	2,530 55	7,800	2,100 00	55
										56
										57
										58
										59
										60

‡ Decided by lot. § Accepted. ¶ No contract made.

Opened in the presence of—
JOHN LENTHALL, *Chief of Bureau.*
J. W. DEEBLE, *Chief Clerk.*
WILLIAM RICHMOND, *Clerk.*

WASHINGTON.—*Schedule of proposals for timber and materials for the navy tion and Repair*

	Bidders.	Class No. 1.	No. 6.	No. 11.	No. 13.	No. 14.
		White oak logs.	Yellow pine logs.	White pine logs, plank & boards.	Ash logs and planks.	Ash oars.
1	William A. Wheeler					
2	Gedney & Sanford	$5,500	‡‖$2,500			
3	Frothingham & Fisher					
4	Robert Holyoke					
5	George T. Wallace	8,000	‡§2,500			
6	Benjamin W. How					
7	James E. Grannis					
8	Richard Dunbar					
9	Eaton & Gage	§5,300	3,250	$10,280 00		
10	W. M. & H. C. Wyeth					
11	James W. Robbins					
12	Samuel F. Savage					
13	William M. Shakespear	6,000	3,000			
14	Foster & Tower					
15	Jacob S. Wortman					
16	N. W. Coffin					$2,250 00
17	S. S. Rowland					
18	John J. Bingham					1,875 00
19	John R. Elvans & Co					
20	William E. Spalding					
21	Lockwood & Collins					
22	William Porter & Sons					2,250 00
23	Daniel S. Grice	9,000		11,008 50	$1,700	
24	James Bigler	5,900		9,535 00	‡1,100	
25	George Adams					
26	Jeremiah M. Wardwell					
27	C. E. Pennock & Co					
28	A. Harnickell					
29	William F. Potts					
30	William Macomber					
31	Watson & Pittinger			§8,605 00	1,180	2,700 00
32	E. Wheeler & Son					
33	John Leary & Co					
34	Frank Miller					
35	Charles M. Ghriskey					
36	C. Levering					
37	F. S. Bletz			9 430 00	1,200	
38	S. T. Snow					
39	T. Edw. Clark	6,800	3,200	11,392 50	‡§1,100	
40	Alex. R. Shepherd					
41	John O. Evans	7,400	2,900	9,914 50	1,360	
42	Robert Colgate & Co					
43	James McCullough					
44	Frederick A. Southmayd					§1,612 50
45	James M. Shaw					
46	A. W. Trussell	5,500	3,600			
47	Hosea Clark*					
48	Charles P. Riggs*	5,900	2,400	10,498 00	980	2,250 00
49	L. W. Connert					
50	Wesley Smitht					
51	Moseley & Hodgemant					

* Bids not in conformity with law. † Received after time advertised for opening bids.

yard at Washington, made under the advertisement of the Bureau of Construc- of June 15, 1865.

No. 15.	No. 16.	No. 17.	No. 18.	No. 19.	No. 20.	No. 25.	No. 26.	No. 27.	No. 28.	
Hickory butts & bars.	Black walnut & cherry.	Cedar & cypress boards.	Locust timber.	White oak staves and headings.	Black spruce.	Iron, round, flat, and square.	Steel.	Iron spikes.	Iron nails, wro't and cut.	
.....	.....	.....	.....	.....	.....	§$8,042 45	$175 28	§$540	$266	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
.....	.....	.....	.....	.....	$1,900	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	625	280	8
.....	.....	.....	.....	.....	.....	.....	275 50	.....	.....	9
.....	.....	.....	.....	.....	.....	9,001 50	174 50	749	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	8,505 00	188 00	640	320	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	.....	.....	.....	.....	.....	10,426 00	185 00	700	.....	15
.....	.....	.....	.....	.....	3,650	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	15,290 00	209 00	800	480	17
.....	.....	.....	.....	.....	.....	.....	.....	825	.....	18
.....	.....	.....	.....	.....	.....	10,747 50	§171 00	750	260	19
.....	.....	.....	.....	.....	.....	9,879 00	198 00	800	360	20
.....	.....	.....	.....	.....	.....	11,273 50	176 00	850	320	21
.....	.....	.....	.....	.....	.....	13,216 00	232 75	850	.....	22
.....	$380	.....	.....	.....	.....	.....	.....	.....	.....	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	237 50	850	280	25
.....	.....	.....	.....	.....	.....	.....	213 75	800	§240	26
.....	.....	.....	.....	.....	.....	8,449 50	.....	.....	.....	27
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	8,698 00	190 00	.....	.....	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
$322	§280	.....	.....	$590	1,025	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	10,970 00	208 00	750	280	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	237 50	975	400	35
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	36
.....	300	.....	$150 00	.....	.....	.....	.....	.....	.....	37
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
§254	360	§$475	§112 50	§300	§575	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	190 00	750	270	40
1,480	500	875	450	.....	1,005	.....	.....	.....	.....	41
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	7,852 00	209 00	600	240	47
246	396	400	262 50	205	1,325	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51

‡ Decided by lot. § Accepted. ‖ Bidders refused to execute contract.

WASHINGTON.—*Schedule of proposals for timber and materi-*

	Bidders.	Class No. 30.¶ Lead.	No. 31. Zinc, tin, and solder.	No. 33. Hardware.	No. 34. Tools for stores.	No. 36. White lead.
1	William A. Wheeler	$19,039 00	$3,586 15	$2,826 30	§$54 00	$2,600
2	Gedney & Sanford					
3	Frothingham & Fisher					2,790
4	Robert Holyoke					
5	George T. Wallace					
6	Benjamin W. How					3,000
7	James E. Grannis	19,142 50				
8	Richard Dunbar	32,180 00		3,477 70	70 44	4,000
9	Eaton & Gage	17,898 75	4,554 50			
10	W. M. & H. C. Wyeth					
11	James W. Robbins					3,000
12	Samuel F. Savage	18,955 00	§3,230 00	2,751 70	57 00	
13	William M. Shakespear					
14	Foster & Tower			§2,450 20	68 76	
15	Jacob S. Wortman					
16	N. W. Coffin					
17	S. S. Rowland	32,160 00	3,620 00		114 00	3,000
18	John J. Bingham					
19	John R. Elvans & Co	19,140 00	3,360 00			
20	William E. Spalding	19,140 00	3,378 00	2,887 75	63 00	§2,350
21	Lockwood & Collins	18,020 00	3,310 00	3,189 25	57 00	2,600
22	William Porter & Sons	20,925 00	3,570 00			3,475
23	Daniel S. Grice					
24	James Bigler					
25	George Adams	21,180 00	3,735 00			
26	Jeremiah M. Wardwell	20,155 00	3,739 00			
27	C. E. Pennock & Co					
28	A. Harnickell	14,880 00	3,675 00			
29	William F. Potts					
30	William Macomber					
31	Watson & Pittinger					
32	E. Wheeler & Son	20,180 00	4,040 00	3,699 75	75 00	
33	John Leary & Co					2,900
34	Frank Miller	20,100 00	5,150 00			2,990
35	Charles M. Ghriskey			4,273 75	76 80	
36	C. Levering					
37	F. S. Bletz					
38	S. T. Snow					
39	T. Edw. Clark					
40	Alex. R. Shepherd	20,150 00	3,330 00			3,000
41	John O. Evans					
42	Robert Colgate & Co					3,000
43	James McCullough	20,642 50				
44	Frederick A. Southmayd					
45	James M. Shaw	20,190 00	4,140 00			
46	A. W. Trussell					
47	Hosea Clark*	20,150 00	3,825 00	5,775 50		3,200
48	Charles P. Riggs*					
49	L. W. Connert					
50	Wesley Smitht					
51	Moseley & Hodgeman					

* Bids not in conformity with law. † Received after time advertised for opening bids.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, *July* 11, 1865.

als for the navy yard at Washington, &c.—Continued.

No. 37.	No. 38.	No. 39.	No. 40.	No. 41.	No. 47.	No. 49.	No. 50.	No. 52.	No. 55.	
Zinc paints.	Colored paints, dryers, &c.	Varnish.	Linseed oil.	Glass.	Ship-chandlery.	Tank iron.	Ingot copper.	Poles.	Bellows.	
$1,100	$314 20	§$347 00	$1,564	$1,500 50	$885 25	§$520	A. $44,850 00 B. 44,850 00	605	360	1
										2
900										3
										4
										5
1,000										6
										7
			1,870	8,240 00			A. 66,000 00 B. 66,000 00			8
							A. 44,250 00 B. 44,250 00			9
						675				10
998	393 65	348 00	1,675	1,310 50						11
					§472 25	690	A. 44,925 00 B. 44,610 00		‡180	12
										13
										14
						900				15
										16
1,600			1,560			1,000	A. 52,500 00 B. 52,500 00		480	17
										18
						1,000	A. 43,125 00 B. 43,125 00			19
950	359 00	409 70	1,518	1,182 00	494 50	750	A. 45,600 00 B. 44,812 50		‡180§	20
850	§289 00	445 00	1,485	1,140 00	871 50	890	A. 43,500 00 B. 43,500 00		288	21
			1,602				A. 51,937 50 B. 51,750 00			22
										23
										24
			1,750	1,385 50			B. 52,500 00			25
										26
						600				27
							A. 48,000 00 B. 48,000 00			28
										29
			1,844				B 52,500 00			30
								§465		31
				2,215 00	5,211 00	800			300	32
§700	383 50	433 30	§1,472							33
995	382 50	386 00	1,533	§1,113 55						34
					711 25					35
							A. §42,750 00 B. §42,750 00			36
										37
							A. 45,000 00 B. 45,000 00			38
										39
1,250	451 00		1,475							40
										41
										42
										43
										44
							A. 51,000 00			45
										46
1,000	560 50	361 00	1,535	1,394 00	327 25	900	A. 63,000 00 B. 63,000 00		156	47
										48
										49
										50
										51

‡ Decided by lot. § Accepted. ‖ Bidder refused to execute contract. ¶ No contract made.

Opened in presence of—
JOHN LENTHALL, *Chief of Bureau.*
J. W. DEEBLE, *Chief Clerk.*
WILLIAM RICHMOND, *Clerk.*

NORFOLK.—*Schedule of proposals for timber and materials for the navy yard Repair of*

	Bidders.	Class No. 1. White oak logs.	No 3. White oak curved timber.	No. 4. White oak plank.	No. 5. White oak boards.	No. 6. Yellow pine logs.	No. 7. Yellow pine beams.	No. 11. White pine logs, planks and boards.
1	William A. Wheeler							
2	Frothingham & Fisher							
3	Robert Holyoke							
4	George T. Wallace	$12,000	$3,000			$8,000	‡$875 00	
5	Sillick Nichols							
6	John B. A. Allen							
7	Benjamin W. How							
8	James E. Grannis							
9	William W. Shields							
10	Richard Dunbar	16,000	2,250	$3,412 50	$1,837 50	17,000	1,750 00	$24,460
11	Eaton & Gage	12,000	2,700	3,185 00	1,860 00	11,800	2,187 50	19,450
12	W. M. & H. C. Wyeth							
13	James W. Robbins							
14	William M. Shakespear	12,000	2,100	2,730 00		12,000	1,487 50	
15	S. Patterson							
16	Henry G. Beach	§10,000	3,000	2,730 00	1,470 00	9,000		19,730
17	Charles C. Wentworth							
18	Foster and Tower							
19	Charles M. Ghriskey							
20	Jacob S. Wortman							
21	N. W. Coffin							
22	John J. Bingham							
23	William E. Spalding							
24	S. S. Rowland							
25	Dickinson & Elvans							
26	Lockwood & Collins							
27	Daniel S. Grice							23,660
28	James Bigler	11,600		3,185 00				18,335
29	George Adams							
30	Huffington & Fentress					9,400		
31	J. M. Wardwell							
32	William F. Potts							
33	Edwin G. Stones							
34	William White	11,000	§1,800			§7,500	‡§875 00	
35	William Macomber							
36	William Porter & Sons							
37	E. Wheeler & Son							
38	George T. Vaughan							
39	Frank Miller							
40	John Leary & Co							
41	Watson & Pittinger			3,640 00	1,960 00			§15,725
42	F. S. Bletz			§2,715 00	§1,460 00			20,955
43	T. Edward Clark			3,640 00	1,837 50			22,740
44	John O. Evans	11,800	1,950	3,185 00	1,837 50	9,800	962 50	18,975
45	Charles W. Whitney							
46	Robert Colgate & Co							
47	G. W. Churchman	12,800	1,890					
48	James McCullough							
49	A. Harnickell							
50	Frederick A. Southmayd							
51	Southard, Herbert & Co.							
52	James M. Shaw							
53	A. W. Trussell					13,900		
54	Hosea Clark*							
55	Charles P. Riggs*	13,600	2,190	3,367 00	1,666 00	8,600	1,015 00	20,355
56	L. W. Conner†							
57	Wesley Smith†							
58	Moseley & Hodgeman†							

* Bid not in conformity with law.
† Received after time advertised for opening bids.
‡ Decided by lot.
§ Accepted.

at Norfolk, made under the advertisement of the Bureau of Construction and June 15, 1865.

No. 13.	No. 14.	No. 15.	No. 16.	No. 17.	No. 18	No. 19.	No. 20.	No. 21.	No. 23.	No. 25.	
Ash logs and planks.	Ash oars.	Hickory buts and bars.	Black walnut and cherry.	Cedar and cypress boards.	Locust timber.	White oak staves and headings.	Black spruce.	Locust tree-nails.	Lignumvitæ.	Iron, round, flat, and square.	
.....	.....	.....	.....	.....	.....	.....	.....	.....	$750	$11, 375 00	1
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
.....	.....	.....	.....	.....	.....	.....	$5, 195	.....	.....	.....	3
.....	$3, 000	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
.....	.....	.....	.....	.....	.....	.....	.....	.....	600	.....	5
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	9
$2, 800	.....	$1, 350	$750 00	‡§$1, 600	$600	.....	.....	$500	$960	.....	10
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11, 047 50	12
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	13
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14
.....	§1, 575	.....	.....	1, 900	300	.....	§3, 480	§100	1, 100	.....	15
2, 625	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12, 198 75	17
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	14, 782 50	20
.....	2, 250	.....	.....	.....	.....	.....	8, 505	.....	.....	.....	21
.....	1, 950	.....	.....	.....	.....	.....	.....	.....	.....	.....	22
.....	.....	.....	.....	.....	.....	.....	.....	.....	750	12, 466 25	23
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	§10, 457 50	25
.....	.....	.....	.....	.....	.....	.....	.....	300	§300	12, 082 50	26
2, 565	2, 250	.....	.....	.....	.....	.....	5, 490	.....	996	.....	27
.....	.....	.....	600	.....	.....	.....	.....	.....	.....	.....	28
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17, 250 00	29
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	31
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11, 140 00	32
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	33
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	34
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
.....	1, 650	.....	.....	.....	.....	.....	.....	.....	.....	16, 405 00	36
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	12, 520 00	37
.....	2, 250	.....	.....	.....	.....	.....	.....	.....	.....	.....	38
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	39
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40
§1, 680	2, 700	§400	§525 00	‡1, 600	500	§1, 575	3, 615	160	600	.....	41
2, 080	.....	.....	725 00	.....	§250	.....	.....	.....	.....	.....	42
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	43
2, 450	.....	580	937 50	.....	.....	.....	.....	.....	.....	.....	44
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	‖9, 915	45
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	46
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	47
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49
.....	1, 650	.....	.....	.....	.....	.....	.....	.....	.....	.....	50
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	52
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	53
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10, 160 00	54
1, 960	2, 100	365	712 50	1, 700	500	1, 339	5, 165	160	322	.....	55
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	58

‡ Decided by lot. § Accepted. ‖ Refused to execute contract.

NORFOLK.—*Schedule of proposals for timber and*

	Bidders.	Class No. 26.	No. 27.	No. 28.	No. 30.	No. 31.	No. 33.	No. 34.
		Steel.	Iron spikes.	Iron nails, wrought and cut.	Lead.	Zinc, tin, and solder.	Hardware.	Tools for stores.
1	William A. Wheeler	§$671	§$1,962 00	$2,636 00	$1,445	$1,625 88	§$10,358 72	$7,543 43
2	Frothingham & Fisher							
3	Robert Holyoke							
4	George T. Wallace							
5	Sillick Nichols							
6	John B. A. Allen							
7	Benjamin W. How							
8	James E. Grannis				1,425			
9	William W. Shields							
10	Richard Dunbar	1,225	2,900 00	3,385 00	1,800		12,436 23	9,703 48
11	Eaton & Gage	1,100			1,575	2,054 00		
12	W. M. & H. C. Wyeth	730						
13	James W. Robbins							
14	William M. Shakespear							
15	S. Patterson			§$2,227 50	1,800			
16	Henry G. Beach							
17	Charles C. Wentworth	850	2,608 50	3,147 40	1,570	1,640 10	11,933 02½	10,491 79
18	Foster & Tower			3,665 00		1,625 50	11,747 12	8,320 06
19	Charles M. Ghriskey	955	3,280 00	4,400 00			13,887 71	10,622 80
20	Jacob S. Wortman	795	2,770 00					
21	N. W. Coffin							
22	John J. Bingham	830	2,620 00	4,300 00				10,026 00
23	William E. Spalding	775	2,535 00	3,460 00	1,475	§1,435 60	10,359 00	§6,926 30
24	S. S. Rowland	780	3,600 00		1,400	1,599 60		
25	Dickinson & Elvans	710	3,210 00	2,687 50	1,400	1,492 40	13,965 30	9,393 40
26	Lockwood & Collins	720	2,340 00	2,990 00	1,500	1,546 00	11,600 82	8,960 90
27	Daniel S. Grice							
28	James Bigler							
29	George Adams	950		3,540 00	2,000	1,888 00		
30	Huffington & Fentress							
31	J. M. Wardwell	830	2,400 00					
32	William F. Potts	770						
33	Edwin G. Stones	1,110	3,240 00	4,324 00		1,720 00	13,570 73	
34	William White							
35	William Macomber							
36	William Porter & Sons	895	2,240 00		1,650	1,623 50	10,925 21	10,184 10
37	E. Wheeler & Son	690	2,880 00	2,850 00		1,605 00	13,883 70	10,007 50
38	George T. Vaughan							
39	Frank Miller				1,700	3,010 00		
40	John Leary & Co							
41	Watson & Pittinger							
42	F. S. Bletz							
43	T. Edward Clark							
44	John O. Evans							
45	Charles W. Whitney	765	2,225 00	2,400 00				
46	Robert Colgate & Co							
47	G. W. Churchman							
48	James McCullough				1,440			
49	A. Harnickell				§1,325	1,548 00		
50	Frederick A. Southmayd							
51	Southard, Herbert & Co							
52	James M. Shaw					1,826 00		
53	A. W. Trussell							
54	Hosea Clark*	900	2,160 00	3,460 00	1,500	1,642 00	10,488 10	8,336
55	Charles P. Riggs*							
56	L. W. Conner†							
57	Wesley Smith†							
58	Moseley & Hodgeman†							

* Bid not in conformity with law. † Received after time advertised for opening bids. § Accepted.

NAVY DEPARTMENT, BUREAU OF CONSTRUCTION AND REPAIR, *July* 11, 1865.

materials for the navy yard at Norfolk, &c.—Continued.

No. 36.	No. 37.	No. 38.	No. 39.	No. 40.¶	No. 41.	No. 42.	No. 44.	No. 45.	No. 47.	
White lead.	Zinc paints.	Colored paints, dryers, &c.	Varnish.	Linseed oil.	Glass.	Brushes.	Fish oil.	Tallow, soap, and sweet oil.	Ship-chandlery.	
$7,200 00	$1,914 00	§$6,892 65	$17,872	$7,800	$1,525 50	$910 00	$1,300	$280	§$1,411 35	1
8,220 00	1,812 00									2
										3
										4
										5
							1,300			6
8,900 00										7
										8
					1,736 00					9
12,000 00										10
										11
										12
	2,028 00	8,141 75			1,539 00	858 50				13
										14
	3,360 00	11,660 00	24,330	3,040		921 00	1,340	270	2,276 50	15
										16
					1,652 00	1,295 00			1,652 00	17
						§582 50				18
								300	1,857 25	19
										20
										21
									1,647 50	22
7,137 50	1,887 00	7,290 75	17,635	7,440	§1,369 75	897 00	1,170	300	1,527 30	23
8,000 00	2,922 00		26,315	7,800		1,485 00	1,250	300	1,806 75	24
										25
9,000 00	1,923 00	7,790 00	20,020	7,560	1,715 50	1,003 00	1,290	§250	1,595 30	26
										27
										28
				9,000	2,055 25			280		29
										30
										31
										32
										33
										34
				8,940			1,470	270		35
10,350 00				7,800						36
						835 00		300	1,683 50	37
										38
9,000 00	2,091 00	8,327 00	21,081	7,470	1,516 25	838 00	1,190	300		39
§6,056 25	§1,510 50	8,077 90	§16,778	7,080						40
										41
										42
										43
										44
										45
8,900 00										46
										47
										48
										49
										50
							§1,149	318		51
										52
										53
8,900 00	2,154 00	9,047 00	19,935	7,800	1,699 00	1,015 00	1,300	270	1,471 00	54
										55
										56
										57
										58

§ Accepted.

¶ No contract made.

Opened in the presence of—

JOHN LENTHALL, *Chief of Bureau.*
J. W. DEEBLE, *Chief Clerk.*
WM. RICHMOND, *Clerk*

No. 6.

Schedule of materials required at the United States navy yard, Kittery, Maine, in 1865–'66.

TRICKEY, JEWETT & COOK, Boston. Date of contract, July 28, 1865.

Class No. 1, white oak logs.

50,000 cubic feet white oak plank stock logs ..... $0 59 per cubic foot.

To be delivered as required.

RICHARD DUNBAR, Brooklyn. Date of contract, August 4, 1865.

Class No. 3, white oak curved timber.

24 pieces 20 feet long, to side from 16 to 18 inches, and to curve not les than 24 inches, and show a face of not less than 20 inches.

The following timber, to side from 12 to 15 inches:

50 pieces of an angle of from 75° to 80°, body and arm 7 to 8 feet;
50 pieces of an angle of from 80° to 90°, body and arm 7 to 8 feet;
50 pieces of an angle of from 90° to 100°, body and arm 8 to 9 feet;
50 pieces of an angle of from 100° to 110°, body and arm 8 to 9 feet;
50 pieces of an angle of from 110° to 120°, body and arm 9 to 10 feet;
100 pieces from 15 to 20 feet long, to curve not less than 48 inches;
100 pieces from 15 to 20 feet long, to curve not less than 36 inches;
100 pieces from 12 to 15 feet long, to curve not less than 30 inches;
100 pieces from 10 to 12 feet long, to curve not less than 24 inches;
100 pieces from 10 to 12 feet long, to curve not less than 18 inches;
200 pieces from 10 to 12 feet long, to curve not less than 15 inches;
Measuring in all 30,000 cubic feet ..... $0 80 per cubic foot.

To be delivered as required.

HENRY G. BEACH, Syracuse, N. Y. Date of contract, August 4, 1865.

Class No. 6, yellow pine logs.

30,000 cubic feet yellow pine plank stock logs..... $0 40 per cub

To be delivered as required.

W. M. SHAKSPEARE, Dover, Del. Date of contract, August 4, 1865

Class No. 8, yellow pine mast and spar timber.

12 pieces, 54 feet long, 18½ inches square, parallel;
4 pieces, 51 feet long, 18 inches square, parallel;
4 pieces, 45 feet long, 18 inches square, parallel;
2 pieces, 55 feet long, 16 inches square, parallel;
4 pieces, 54 feet long, 16 inches square, parallel;
4 pieces, 50 feet long, 16 inches square, parallel;
4 pieces, 45 feet long, 16 inches square, parallel;
8 pieces, 65 feet long, 22 inches square, parallel;
6 pieces, 74 feet long, 26 inches ⅓ from the but;
4 pieces, 79 feet long, 26 inches ⅓ from the but;
16 pieces, 63 feet long, 24 inches square ⅓ from but, to taper ⅓;
8 pieces, 61 feet long, 23 inches square ⅓ from but, to taper ⅓;
6 pieces, 57 feet long, 22 inches square ⅓ from but, to taper ⅓;
6 pieces, 52 feet long, 20 inches square ⅓ from but, to taper ⅓;
3 pieces, 60 feet long, 15 by 12 inches;
9 pieces, 48 feet long, 15 by 12 inches;
6 pieces, 42 feet long, 15 by 12 inches;
6 pieces, 55 feet long, 15 by 12 inches;
6 pieces, 49 feet long, 15 by 12 inches;
3 pieces, 58 feet long, 15 by 12 inches;
6 pieces, 25 feet long, 15 by 12 inches;
3 pieces, 41 feet long, 15 by 12 inches;
3 pieces, 54 feet long, 15 by 12 inches;
3 pieces, 40 feet long, 15 by 12 inches;
pieces, 33 feet long, 15 by 12 inches;
pieces, 46 feet long, 15 by 12 inches;

3 pieces, 55 feet long, 15 by 15 inches;		
3 pieces, 52 feet long, 15 by 15 inches;		
3 pieces, 32 feet long, 15 by 15 inches;		
3 pieces, 63 feet long, 15 by 15 inches;		
6 pieces, 46 feet long, 15 by 13 inches;		
3 pieces, 55 feet long, 15 by 13 inches;		
3 pieces, 52 feet long, 15 by 13 inches;		
6 pieces, 43 feet long, 15 by 13 inches;		
3 pieces, 33 feet long, 15 by 13 inches;		
6 pieces, 31 feet long, 15 by 13 inches;		
3 pieces, 34 feet long, 15 by 13 inches;		
3 pieces, 26 feet long, 15 by 13 inches;		
3 pieces, 22 feet long, 15 by 13 inches;		
6 pieces, 65 feet long, 24 by 24 inches;		
6 pieces, 58 feet long, 21 by 21 inches;		
6 pieces, 44 feet long, 16 by 16 inches;		
3 pieces, 65 feet long, 21 by 21 inches;		
3 pieces, 62 feet long, 21 by 21 inches;		
3 pieces, 50 feet long, 16 by 16 inches;		
6 pieces, 49 feet long, 18 by 18 inches;		
6 pieces, 44 feet long, 16 by 16 inches;		
3 pieces, 55 feet long, 18 by 18 inches;		
Estimated to contain 20,000 cubic feet	$1 00	per cubic foot.

To be delivered as required.

HENRY G. BEACH, Syracuse, N. Y. Date of contract, August 4, 1865.

Class No. 10, white pine mast timber.

4 pieces, 85 feet long, 30 inches diameter ⅓ from but	$200 00	each.
3 pieces, 80 feet long, 28 inches diameter ⅓ from but	200 00	each.
2 pieces, 72 feet long, 26 inches diameter ⅓ from but	200 00	each.

To be delivered as required

G. W. LAWRENCE, Portland, Maine. Date of contract, July 28, 1865.

Class No. 11, white pine plank, logs and boards.

30,000 feet, board measure, white pine boards, 1 inch, No. 1	$54 00	per M feet.
150,000 feet, board measure, white pine boards, 1 inch, No. 2	44 00	per M feet.
30,000 feet, board measure, white pine boards, 1¼ inch, No. 2	45 00	per M feet.
8,000 feet, board measure, white pine plank, 4 inches, No. 1	60 00	per M feet.
20,000 feet, board measure, white pine plank, 3 inches, No. 1	70 00	per M feet.
30,000 feet, board measure, white pine plank, 1½ inch, No. 1	60 00	per M feet.
20,000 feet, board measure, white pine plank, 3 inches, No. 2	46 00	per M feet.
25,000 feet, board measure, white pine plank, 1½ inch, No. 2	46 00	per M feet.
100,000 feet, board measure, white pine plank, 2 inches, No. 2	48 00	per M feet.
5,000 feet, board measure, spruce boards, No. 1	14 00	per M feet.
5,000 feet, 3 by 5 inches, spruce joist, No. 1	14 00	per M feet.
15,000 feet white pine plank, 3 inches, No. 3	35 00	per M feet.
60,000 feet white pine deck plank, 4 inches thick, 6 inches wide	49 00	per M feet.

To be delivered as required.

HENRY G. BEACH, Syracuse, N. Y. Date of contract, July 28, 1865.

Class No. 12, hackmatack timber.

20,000 cubic feet hackmatack timber, from 30 to 40 feet long, to average 14 inches square and 35 feet in length, to be of the best quality, and free from all defects	$0 38	per cubic foot.

To be delivered as required.

FREDERIC A. SOUTHMAYD, New York. Date of contract, July 28, 1865.

Class No 14, ash oars.

150 best quality white ash oars, 15 feet long	$0 10	per foot.
225 best quality white ash oars, 14 feet long	10	per foot.
200 best quality white ash oars, 13 feet long	10	per foot.
150 best quality white ash oars, 12 feet long	10	per foot.

To be delivered as required.

A. J. STIMSON, Kittery, Me. Date of contract, July 28, 1865.

Class No. 15, hickory buts and bars.

60 white heart hickory buts, from 12 to 14 feet long	$4 60	each.

To be delivered as required.

RICHARD DUNBAR, Brooklyn, N. Y. Date of contract, August 4, 1865.

Class No. 17, cedar and cypress boards.

3,000 board feet cedar boards, 1½ inch	$0 85	per M feet.
2,000 board feet cedar boards, 1 inch	86	per M feet.
1,000 board feet cedar boards, ⅞ inch	85	per M feet.

SAMUEL PATTERSON, Norfolk, Va. Date of contract, July 28, 1865.

Class No. 18, locust timber.

500 cubic feet best quality yellow locust, from 14 to 24 inches in diameter	$1 55	per cubic foot.

To be delivered as required.

WILLIAM N. MILLS, Boston, Mass. Date of contract, August 4, 1865.

Class No. 19, white oak staves and heading.

1,000 pieces white oak staves, 42 inches long	$0 18	per piece.
1,000 pieces white oak staves, 32 inches long	13	per piece.
1,000 pieces white oak heading, 20 inches long	15	per piece.

To be delivered as required.

G. W. LAWRENCE, Portland, Me. Date of contract, July 28, 1865.

Class No. 20, black spruce.

5 pieces black spruce spars, 72 feet long, 22 inches diameter ⅓ from the but	$49 00	each.
6 pieces black spruce spars, 76 feet long, 20 inches diameter ⅓ from the but	47 00	each.
10 pieces black spruce spars, 76 feet long	45 00	each.
50 pieces black spruce spars, 60 feet long	35 00	each.
4,000 inches black spruce spars, from 7 to 10 inches diameter	20	per inch.
2,000 inches black spruce spars, from 5 to 7 inches diameter	17	per inch.
300 spruce poles	40	each.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 23, lignumvitæ.

4 tons, 2½ to 5 inches	$0 50	per ton.
12 tons, 5 to 8 inches	50	per ton.
12 tons, 8 to 12 inches	60	per ton.
9 tons, 12 to 16 inches	60	per ton.

To be delivered as required.

WILLIAM S. COFFIN & CO., Boston. Date of contract, July 28, 1865.

Class No. 25, iron, round, flat, and square.

350,000 pounds round iron, from ¼ to 4 inches	$0 03 95/100	per pound.
10,000 pounds square iron, from 1 to 6 inches	4	per pound.
60,000 pounds strap iron, from 3 × ½ to 4½ × ¾ inch	3¾	per pound.
5,000 pounds best American boiler iron	9	per pound.
1,000 pounds angle iron, assorted	7	per pound.
5,000 pounds galvanized sheet-iron, R. G. No. 20	18	per pound.
2,000 pounds Russia sheet-iron	25	per pound.
3,000 pounds Russia sheet-iron, R. G.	15	per pound.
3,000 pounds 1½-inch wide hoop-iron, No. 10	5	per pound.
1,000 pounds 1¼-inch wide hoop-iron, No. 14	5	per pound.
700 pounds 1-inch wide hoop-iron, No. 16	6	per pound.

700 pounds $\frac{7}{8}$-inch wide hoop-iron, No. 16	$0 06	per pound.
500 pounds 2 inches wide hoop-iron, No. 10	06	per pound.
6,000 pounds wrought-iron clinch rings, $\frac{3}{4}$ to $1\frac{1}{2}$-inch	18	per pound.
1,000 pounds $1\frac{1}{2}$ by 3 inches square iron nuts, $1\frac{3}{8}$-inch hole	09	per pound.
1,000 pounds $1\frac{1}{4}$ by $2\frac{1}{2}$ inches square iron nuts, $1\frac{1}{8}$-inch hole	09	per pound.
1,000 pounds $1\frac{1}{8}$ by $2\frac{1}{4}$ inches square iron nuts, 1-inch hole	09	per pound.
1,000 pounds 1 by $1\frac{1}{2}$-inch square iron nuts, $\frac{7}{8}$-inch hole	09	per pound.
500 pounds $\frac{7}{8}$ by $1\frac{3}{4}$-inch square iron nuts, $\frac{3}{4}$-inch hole	08	per pound.
500 pounds $\frac{7}{8}$ by $1\frac{3}{4}$-inch square iron nuts, $\frac{5}{8}$-inch hole	08	per pound.
500 pounds $\frac{3}{4}$ by $1\frac{1}{2}$-inch square iron nuts, $\frac{5}{8}$-inch hole	08	per pound.
500 pounds $\frac{5}{8}$ by $1\frac{1}{4}$-inch square iron nuts, $\frac{1}{2}$-inch hole	08	per pound.
500 pounds $\frac{1}{2}$ by 1-inch square iron nuts, $\frac{3}{8}$-inch hole	08	per pound.
2,000 pounds wrought-iron punched nuts, sizes as required	14	per pound.
2,000 pounds wrought-iron hexagon nuts, sizes as required	11	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 26, steel.

3,000 pounds best square cast-steel, assorted	$0 16	per pound.
2,000 pounds best flat cast-steel, assorted	16	per pound.
4,000 pounds best round cast-steel, assorted	17	per pound.
3,000 pounds best octagon cast-steel, assorted	17	per pound.
1,000 pounds best blistered steel, assorted	10	per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 27, iron spikes.

10,000 pounds hand-made wrought-iron spikes, from 4 to 6 inches long	$0 $05\frac{45}{100}$	per pound.
30,000 pounds hand-made wrought-iron spikes, from $6\frac{1}{2}$ to 9 inches long	$05\frac{6}{10}$	per pound.
10,000 pounds galvanized iron spikes, from 4 to $7\frac{1}{2}$ inches long	07	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 28, iron nails, wrought and cut.

15,000 pounds iron cut nails, from 3*d.* to 6*d.*	$0 05	per pound.
2,000 pounds iron pressed nails, from 6*d.* to 20*d.*	07	per pound.
20 pounds iron wrought clout nails, $\frac{1}{2}$-inch to $1\frac{1}{2}$-inch	12	per pound.
400 pounds iron cut finishing nails, $1\frac{1}{4}$ to 2 inches	12	per pound.
2,000 pounds iron cut finishing nails, from 6*d.* to 10*d.*	06	per pound.
1,000 pounds iron cut sheathing nails, from 2 to 3 inches	06	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 30, lead.

10,000 pounds lead pipe, assorted	$0 14	per pound.
10,000 pounds 6-pound sheet lead	10	per pound.
12,000 pounds 8-pound sheet lead	12	per pound.
15,000 pounds 10-pound sheet lead	10	per pound.
15,000 pounds 16-pound sheet lead	10	per pound.
15,000 pounds 20-pound sheet lead	12	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 31, zinc, tin, and solder.

5,000 pounds slab zinc	$0 07	per pound.
4,000 pounds Streights tin	35	per pound.
2,000 pounds Banca tin	38	per pound.
15 boxes plate tin, IC—10 by 14	13 00	per box.
15 boxes plate tin, IC—14 by 20	14 00	per box.

To be delivered as required.

FOSTER & TOWER, New York. Date of contract, July 28, 1865.

Class No. 33. Hardware.

36 dozen brass drawer locks, 2¾ inches	$0 06	per dozen.
15 dozen brass mortise locks, 4 inches, white porcelain furniture	17 50	per dozen.
6 dozen brass rural locks, 5 inches	10 00	per dozen.
20 dozen brass padlocks, 2½ inches	9 00	per dozen.
12 dozen brass padlocks, 3 inches	17 00	per dozen.
12 dozen brass wardrobe locks, 4 inches	7 00	per dozen.
12 dozen brass wardrobe locks, 3 inches	5 50	per dozen.
12 dozen brass buttons, on plates, 2½ inches	1 25	per dozen.
20 dozen brass buttons, on plates, 1⅞ inch	84	per dozen.
300 Gross brass screws, gimlet points, Nos. 4 to 20, from 1⅜ to 3 inches long	2 00	per gross.
20 dozen brass cabin-door hooks and eyes, from 3 to 4 inches, on plates	2 50	per dozen.
6 gross brass pantry hooks, 1¼ inch	7 50	per gross.
200 gross iron screws, with gimlet points, Nos. 4 to 24	83	per gross.
500 pounds No. 4 brass wire	44	per pound.
700 pounds galvanized iron wire, assorted, Nos. 5 to 16	12½	per pound.
50 square feet brass wire gauze	50	per foot.
800 feet brass pipe 1½ inch diameter, outside, heavy	85	per foot.
1,000 pounds sheet brass, assorted, (as required)	43	per pound.
1,000 pounds brass wire, assorted, (as required)	44	per pound.
200 pounds copper wire, assorted, (as required)	50	per pound.
200 pounds copper rivets, assorted, (as required)	63	per pound.
100 pounds iron tinned rivets, (assorted)	20	per pound.
100 yards brass jack chain, No. 12	21	per yard.
100 yards brass jack chain, No. 8	44	per yard.
100 yards brass jack chain, No. 10	31	per yard.
200 yards iron jack chain, No. 12	08	per yard.
200 yards iron jack chain, No. 8	16	per yard.
300 yards iron jack chain, No. 6	22	per yard.
200 yards iron jack chain, No. 9	14	per yard.
200 yards iron jack chain, No. 10	12	per yard.
2 M tenter hooks	50	per M.
10 papers glazier's points	05	per paper.
5 reams sandpaper, Nos. 1½, 2, 2½	5 00	per ream.

To be delivered as required.

WM. E. SPALDING, Washington, D. C. Date of contract, July 28, 1865.

Class No. 34. Tools for stores.

10 adzes, carpenters'	$2 75	each.
6 adzes, hollow	3 00	each.
6 adzes, coopers'	2 50	each.
6 axes, coopers'	1 75	each.
6 axes, broad	2 75	each.
6 axes, wood	1 50	each.
48 augers, patent	75	each.
4 dozen awls, brad	1 00	per dozen.
4 dozen awls, wire	1 00	per dozen.
6 bung-borers	1 50	each.
12 braces and bits, wood, complete, 48 bits	6 00	per set.
6 braces and bits, coopers', complete, 20 bits	5 00	per set.
10 anvils, eagle, estimated 200 pounds each	18 00	each.
6 calipers, 24-inch	1 50	each.
12 calipers, 12-inch	1 00	each.
6 tap borers	40	each,
12 spring calipers, 6-inch	70	each.
12 bevels, steel-tongued	60	each.
8 crows, coopers'	1 00	each.
12 compasses, carpenters'	50	each.
12 compasses, armorers'	70	each.
12 dividers, 12 inches long	70	each.
12 spring dividers, 6 inches long	50	each.
12 brass dividers	75	each.
10 diamonds, glaziers'	9 00	each.
24 hammers, rivet, handled	60	each.

2 dozen Coe's screw wrenches, 12-inch	$11 25	per dozen.
2 dozen Coe's screw wrenches, 16-inch	21 75	per dozen.
2 dozen Coe's screw wrenches, 24-inch	32 50	per dozen.
6 dozen chisels, socket, assorted	6 00	per dozen.
12 dozen nail gimlets, assorted	30	per dozen.
12 dozen chisels, firmer, assorted	4 50	per dozen.
12 dozen spike gimlets, assorted	60	per dozen.
6 dozen carpenters' gouges	9 00	per dozen.
6 dozen firmer gouges, assorted, ¼ to 2-inch	6 00	per dozen.
6 dozen socket gouges, assorted, ⅜ to 3-inch	8 00	per dozen.
50 hammers, claw	75	each.
30 hatchets, cast-steel	80	each.
12 coopers' marking irons	1 50	each.
12 moulding planes	70	each.
12 long jointer planes	1 50	each.
6 grooving planes, width of iron ¼ to 1-inch	70	each.
12 short jointer planes	1 50	each.
12 smoothing planes, width of iron 1¾ to 2 inches	1 00	each.
6 long jointers, coopers'	3 50	each.
5 beading planes, width of iron ¼ to ⅜-inch	60	each.
6 jack planes	90	each.
50 pincers, assorted	60	each.
16 plyers, cutting, 14 inches long	1 00	each.
12 rules, 2 feet, double and single jointed	90	each.
8 wood saws, with frames	1 00	each.
18 handsaws	1 50	each.
8 cross-cut saws	2 00	each.
50 hacksaws, blades 12 to 14 inches long	40	each.
6 panel saws	1 75	each.
12 dovetail saws	1 00	each.
12 compass saws, 10 to 15 inches	40	each.
8 keyhole saws	15	each.
8 keyhole saws and pads, 6 to 12 inches	45	each.
8 tenon saws	1 00	each.
8 saw-sets	50	each.
8 bench screws	75	each.
8 clamp screws	60	each.
12 spokeshaves	60	each.
2 iron squares, 2 feet	30	each.
100 steel scrapers, steel blades	60	each.
8 tinners' shears, No. 1	12 00	each.
12 hand snips, No. 6	3 50	each.
8 edging stakes	4 00	each.
8 blow-horn stakes	6 75	each.
24 scissors	50	each.
25 cast-iron bench vices, with steel jaws, 6 inches long	8 00	each.
12 cast-iron bench vices, with steel jaws, 3 inches long	4 50	each.
[Bench vices to be secured to bench with swivel.]		
25 hand vices, large size	75	each.
12 grindstones, 120 pounds each, mounted	9 00	each.
24 oil-stones	50	each.
12 trying squares	50	each.
10 hollowing knives	70	each.
10 rounding knives	70	each.
12 drawing knives	70	each.
12 putty knives	25	each.
00 chalk lines		

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 36, white lead.

5,000 pounds pure dry white lead	$0 10	per pound.

To be delivered as required.

WILLIAM E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 38, colored paints, dryers, &c.

2,500 pounds dry red lead	$0 12½	per pound.
5,000 pounds Paris whiting, dry	03	per pound.
1,000 pounds brown zinc	06	per pound.

500 pounds chrome green	$0 19	per pound.
10 pounds chrome yellow	20	per pound.
10 pounds stone yellow	15	per pound.
500 pounds French yellow	04	per pound.
300 pounds Venetian red	04	per pound.
200 pounds sal soda	04	per pound.
1,000 pounds lampblack	12	per pound.
500 pounds cork black	12	per pound.

To be delivered as required.

WILLIAM E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 39, varnish.

100 pounds gum demar varnish	$0 42	per pound.
100 pounds extra Zanzibar gum copal varnish	47	per pound.
20 gallons coach body varnish	4 25	per gallon.

To be delivered as required.

J. H. BAILEY, Portsmouth, N. H. Date of contract, July 28, 1865.

Class No. 40, linseed oil.

1,000 gallons linseed oil	$1 09	per gallon.

To be delivered as required.

WILLIAM E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 41, glass.

100 lights 9 by 12 inches, double thick, first quality glass	$0 14	per light.
100 lights 10 by 12 inches, double thick, first quality glass	14	per light.
100 lights 10 by 14 inches, double thick, first quality glass	17	per light.
300 lights 10 by 16 inches, double thick, first quality glass	23	per light.
200 lights 8 by 10 inches, double thick, first quality glass	09	per light.
100 lights 12 by 16 inches, double thick, first quality glass	30	per light.
100 lights 14 by 18 inches, double thick, first quality glass	40	per light.
50 lights 14 by 20 inches, double thick, first quality glass	45	per light.
100 lights 16 by 24 inches, double thick, first quality glass	60	per light.
250 port-lights, 7 inches diameter, 1½ inch thick, per sample	1 70	each.
50 deck-lights, 9 inches diameter, 1½ inch thick, per sample	2 25	each.
25 clear magazine lenses, 12 inches diameter, 1½ inch thick, polished	4 50	each.

To be delivered as required.

SOUTHARD, HERBERT & CO., Boston. Date of contract, July 28, 1865.

Class No. 44, fish oil.

300 gallons fish oil	$1 14	per gallon.

To be delivered as required.

J. H. BAILEY, Portsmouth, N. H. Date of contract, July 28, 1865.

Class No. 45, tallow, soap, and sweet oil.

200 pounds best Castile soap	$0 15	per pound.
1,000 pounds pure beef tallow	11	per pound.
200 pounds pulverized black lead	09	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 47, ship-chandlery.

50 water-closet basins, china, per sample	$3 00	each.
100 yards satinet, per sample	1 50	per yard.
200 pounds muriatic acid	08	per pound.
200 pounds sulphuric acid	07	per pound.
50 pounds sal ammoniac	10	per pound.
100 pounds borax	32	per pound.
40 pounds sheet mica, 4 by 6 inches	2 00	per pound.

50 pounds potash	$0 08	per pound.
25 pounds brimstone	06	per pound.
100 pounds lampwicking	50	per pound.
500 pounds animal charcoal	04	per pound.
25 pounds lump pumice-stone	08	per pound.
300 pounds white chalk	03	per pound.
25 pounds red chalk	08	per pound.
50 pounds mop yarn	50	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 50, ingot copper.

10,000 pounds ingot copper, best quality	$0 28	per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard, Charlestown, Mass., in 1865–'66.

A. W. TRUSSELL, Hamilton, Mass. Date of contract, July 28, 1865.

Class No. 1, A, white oak logs.

60,000 cubic feet white oak plank stock logs	$0 57½	per cubic foot.

To be delivered as required.

A. W. TRUSSELL, Hamilton, Mass. Date of contract, July 28, 1865.

Class No. 1, B, white oak logs.

60,000 cubic feet white oak plank stock logs	$0 55	per cubic foot.

To be delivered as required.

JAMES BIGLER, Newburgh, N. Y. Date of contract, August 4, 1865.

Class No. 2, white oak keel pieces.

24 white oak keel pieces, sided 18 inches and moulded 18 inches, from 40 to 60 feet in length; estimated to contain 3,300 cubic feet	$0 80	per cubic foot.

To be delivered as required.

HUFFINGTON & FENTRESS, Cambridge, Md. Date of contract, July 28, 1865.

Class No. 3, A, white oak curved timber.

20,000 cubic feet white oak curved timber	$0 56	per cubic foot.

To be delivered as required.

TRICKEY, JEWETT & COOK, Boston. Date of contract, August 4, 1865.

Class No. 3, B, white oak curved timber.

20,000 cubic feet white oak curved timber	$0 75	per cubic foot.

To be delivered as required.

TRICKEY, JEWETT & COOK, Boston. Date of contract, August 4, 1865.

Class No. 4, A, white oak plank.

40,000 feet, board measure, 7-inch white oak plank	$65 00	per M feet.
40,000 feet, board measure, 6-inch white oak plank	65 00	per M feet.
30,000 feet, board measure, 5-inch white oak plank	65 00	per M feet.
30,000 feet, board measure, 4½-inch white oak plank	65 00	per M feet.

To be delivered as required.

TRICKEY, JEWETT & COOK, Boston. Date of contract, August 4, 1865.

Class No. 4, B, white oak plank.

40,000 feet, board measure, 7-inch white oak plank	$65 00	per M feet.
40,000 feet, board measure, 6-inch white oak plank	65 00	per M feet.
30,000 feet, board measure, 5-inch white oak plank	65 00	per M feet.
30,000 feet, board measure, 4½ inch white oak plank	65 00	per M feet.

To be delivered as required.

JAS. L. HATTON, Portsmouth, Va. Date of contract, August 4, 1865.

Class No. 6, A, yellow pine logs.

30,000 cubic feet yellow pine plank stock logs	$0 53	per cubic foot.

To be delivered as required.

HUFFINGTON & FENTRESS, Cambridge, Md. Date of contract, August 4, 1865.

Class No. 6, B, yellow pine logs.

30,000 cubic feet yellow pine plank stock logs	$0 55	per cubic foot.

To be delivered as required.

TRICKEY, JEWETT & COOK, Boston. Date of contract, July 28, 1865.

Class No. 8, yellow pine mast and spar timber.

8 pieces for yards, 74 feet long, to work 27 inches diameter at but, and 16 inches at top end, estimated to contain 2,012 cubic feet	$0 80	per cubic foot.
12 pieces for yards, 67 feet long, to work 25 inches diameter at but, and 14 inches at top end, estimated to contain 2,232 cubic feet	75	per cubic foot.
12 pieces for yards, 56 feet long, to work 21 inches diameter at but, and 12 inches at top end, estimated to contain 1,396 cubic feet	70	per cubic foot.
16 pieces for yards, 53 feet long, to work 19 inches diameter at but, and 11 inches at top end, estimated to contain 1,508 cubic feet	65	per cubic foot
16 pieces for yards, 50 feet long, to work 18 inches diameter at but, and 10 inches at top end, estimated to contain 1,244 cubic feet	60	per cubic foot
6 pieces for topmasts, 72 feet long, to work 22 inches square at but, 20 inches ⅔ from the but, and 14 inches at top end, estimated to contain 971 cubic feet	80	per cubic foot.
8 pieces for topmasts, 66 feet long, to work 22 inches square at but, 20 inches ⅔ from the but, and 14 inches at top end, estimated to contain 1,279 cubic feet	75	per cubic foot.
8 pieces for topmasts, 58 feet long, to work 20 inches square at but, 18 inches ⅔ from the but, 13 inches at top end, estimated to contain 824 cubic feet	70	per cubic foot.
12 pieces for topmasts, 80 feet long, to work 19 inches square at the but, 17 inches ⅔ from the but, 14 inches at top end, estimated to contain 1,928 cubic feet	80	per cubic foot.
12 pieces for topmasts, 57 feet long, to work 17 inches square at but, 14 inches ⅔ from the but, 12 inches at top end, estimated to contain 1,080 cubic feet	75	per cubic foot.

The whole estimated to contain 14,474 cubic feet.

To be delivered as required.

TRICKEY, JEWETT & COOK, Boston. Date of contract, July 28, 1865.

Class No. 9, white pine deck plank and stage plank.

100,000 feet, board measure, white pine deck plank, 2½ and 4½ inches	$49 50	per M feet

To be delivered as required.

EATON & GAGE, New York. Date of contract, August 4, 1865.

Class No. 11, white pine plank and boards.

20,000 feet, board measure, white pine plank No. 2, from 4 to 6 inches	$50 00	per M feet.

100,000 feet, board measure, white pine plank, No. 2, from 1¼ to 4 inches	$50 00	per M feet.
100,000 feet, board measure, white pine boards, No. 2, 1 inch	50 00	per M feet.

To be delivered as required.

TRICKEY, JEWETT & COOK, Boston. Date of contract, July 28, 1865.

Class No. 13, ash logs and planks.

20,000 feet, board measure, clear white ash plank and boards, 1¼ to 5 inches	$50 00	per M feet.
10,000 feet, board measure, clear white ash plank, 2½ to 5 inches	50 00	per M feet.
1,000 cubic feet round ash logs, 14 feet long, 14 inches diameter at the top end	50	per cubic foot.

To be delivered as required.

FREDERICK A. SOUTHMAYD, New York. Date of contract, July 28, 1865.

Class No. 14, ash oars.

5,000 feet white ash oars, from 10 to 18 feet long	$0 09	per foot.

To be delivered as required.

SAMUEL PATTERSON, Norfolk, Va. Date of contract, July 28, 1865.

Class No. 18, locust timber.

2,500 cubic feet yellow locust	$1 49	per cubic foot.

To be delivered as required.

SAMUEL PATTERSON, Norfolk, Va. Date of contract, July 28, 1865.

Class No. 19, white oak staves and heading.

6,000 pieces white oak staves, in length 56 inches	$0 20	per piece.
2,000 pieces white oak heading, in length 32 inches	05	per piece.
1,000 pieces ash barrel staves	05	per 100.

To be delivered as required.

GEORGE W. LAWRENCE, Portland, Maine. Date of contract, July 28, 1865.

Class No. 20, black spruce.

12 spruce spars, 55 feet long, 22 inches diameter	$45 00	each.
12 spruce spars, 50 feet long, 20 inches diameter	40 00	each.
20 spruce spars, 50 feet long, 18 inches diameter	35 00	each.
500 spruce poles, from 3 to 4 inches diameter	40	each.
300 spruce spars, from 5 to 7 inches diameter	50	each.

To be delivered as required.

GEORGE W. LAWRENCE, Portland, Maine. Date of contract, July 28, 1865.

Class No. 21, locust tree-nails.

60,000 locust tree-nails, in length 18 to 30 inches, and to work not less than 1¼ inch in diameter	$44 00	per M.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 23, lignumvitæ.

4 tons lignumvitæ, 6 to 16 inches	$50 00	per ton.

To be delivered as required.

EDWARD R. EAGER, treasurer, Canton, Mass. Date of contract, July 28, 1865.

Class No. 25, iron, round, flat, and square.

350,000 pounds round iron, from $\frac{3}{16}$ to 2½ inches	$0	$03\frac{87}{100}$ per pound.
30,000 pounds round iron, from 2⅝ to 3 inches		$03\frac{87}{100}$ per pound.
20,000 pounds round iron, from 3¾ to 7 inches		$05\frac{3}{4}$ per pound.
200 000 pounds flat iron, from ¼ to 1 inch thick, from 1¼ to 10 inches wide		$03\frac{87}{100}$ per pound.
10,000 pounds square iron, from ½ to 4 inches		$03\frac{87}{100}$ per pound
5,000 pounds sheet iron from Nos. 15 to 25		$07\frac{1}{2}$ per pound

3,000 pounds spike rods ¼ to ½ inch	$0 03 87/100	per pound.
3,000 pounds ⅝ by ¼ inch Norway iron	08½	per pound.
2,000 pounds ½ by 3/16 inch Norway iron	08½	per pound.
500 pounds 1¼ by 3/16 inch Norway iron	08½	per pound.
1,000 pounds horse-nail rods	08½	per pound.
1,000 pounds angle iron, from 2 to 6 inches	06	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 26, steel.

3,000 pounds cast-steel, from ½ to 4 inches, square	$0 16	per pound.
1,000 pounds cast-steel, from ½ to 2 inches, round	16	per pound.
200 pounds shear steel, from ½ to 24 inches, flat	16	per pound.
500 pounds L blister steel, large size	10	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 27, iron spikes.

50,000 pounds wrought iron spikes, from 3 to 10 inches long	$0 05 45/100	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 28, iron nails, wrought and cut.

3,000 pounds wrought-iron nails, from 6*d* to 30*d*	$0 05	per pound.
1,006 pounds wrought-iron boat nails, 1½ to 3½ inches	06	per pound.
1,500 pounds wrought-iron clout nails, from ½ to 1½ inch	06	per pound.
10,000 pounds iron cut nails, from 4*d* to 60*d*	05¼	per pound.
1,000 pounds iron cut sheathing nails, 3 inches	06	per pound.
2,000 pounds finishing nails, from 1 to 2 inches	12	per pound.
600 pounds cut brad-head nails, from 4*d*. to 10*d*	12	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 30, lead.

20,000 pounds drawn lead pipe, from ½ to 4½ inches diameter	$0 12	per pound.
50,000 pounds sheet lead, from 3 to 20 pounds to the foot	12	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 31, zinc, tin, and solder.

10,000 pounds pig zinc	$0 07	per pound.
5,000 pounds Streights tin	35	per pound.
200 pounds braziers' solder	12	per pound.
300 pounds pewter solder	15	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 33, hardware.

300 pounds burrs copper, assorted	$0 62	per pound.
20 dozen buttons, plate, brass	55	per dozen.
2 dozen bolts, flush, brass, 5 by ⅝ inches	2 05	per dozen.
500 pounds brass, sheet, assorted	44	per pound.
6 dozen escutcheons, thread, brass, assorted	03	per dozen.
15 dozen door locks, brass, mortise, Nos. 9 and 7	22 00	per dozen.
300 pairs brass butt hinges, 2 by 1½ inch shifting pins	21	per pair.
200 pairs brass butt hinges, 2½ by 2 inch shifting pins	40	per pair.
300 pairs brass butt hinges, 4 by 4 inch shifting pins	1 20	per pair.
100 pairs brass butt hinges, 3 inch stationary pins	25	per pair.
100 pairs brass butt hinges, 1½ by 1 inch stationary pins	10	per pair.
30 dozen cabin door hooks, brass, 3 to 6 inches	2 35	per dozen.
15 dozen blank drawer lock keys	35	per dozen.
30 dozen iron padlocks	3 20	per dozen.

30 dozen brass padlocks	$10 00	per dozen.
6 dozen brass dead locks, 5 inches	17 00	per dozen.
15 dozen mortise locks, No. 9, with glass octagon knobs and silver-plated trimmings, complete	22 00	per dozen.
20 dozen mortise looks, No. 9, with mineral knobs and trimmings	14 00	per dozen.
30 dozen drawer locks 2½ inches	5 50	per dozen.
20 dozen cupboard locks, 3½ inches, right and left	2 00	per dozen.
20 dozen iron chest locks, 2½ and 4 inches, right and left	2 25	per dozen.
4 dozen pantry hooks, brass	35	per dozen.
10 dozen brass knobs and spindles	9 85	per dozen.
300 pounds coppersmiths' copper rivets	62	per pound.
1 500 pounds copper boat rivets with burs to correspond	48	per pound.
400 pounds coopers' iron rivets, 3*d*., 4*d*., 5*d*., 6*d*	16	per pound.
1,000 12-pound iron rivets	2 25	per M.
1,000 10-pound iron rivets	1 95	per M.
1,000 8-pound iron rivets	1 58	per M.
1,500 6-pound iron rivets	1 25	per M.
2,500 4-pound iron rivets	1 00	per M.
2,500 3 pound iron rivets	1 00	per M.
250 gross brass screws, gimlet points, Nos. 4 to 10	1 50	per gross.
100 gross brass screws, gimlet points, Nos. 10 to 26	4 50	per gross.
300 gross iron screws, gimlet points, Nos. 3 to 24	50	per gross.
300,000 copper cut tacks, ⅜ to ⅞ inch	1 00	per M.
10,000 iron gimp tacks	07	per M.
20,000 iron cut tacks	06	per M.
500 pounds bench vices, small bench	50	per pound.
500 pounds brass wire, assorted	50	per pound.
75 china water-closet basins	2 90	each.
400 pounds wood screw bolts, assorted, 3 to 4 inches	13	per pound.
500 pounds composition nails, ¾ inch	38	per pound.

To be delivered as required.

Wm. E. Spalding, Washington. Date of contract, July 28, 1865.

Class No. 34, tools for stores.

50 adzes, carpenters', handled	$3 00	each,
15 adzes, hollow, handled	3 50	each.
20 adzes, coopers', handled	2 00	each.
15 axes, coopers', handled	2 50	each.
50 axes, broad, handled	2 75	each.
100 axes, wood, handled	1 50	each.
20 axes, pick, with hoe combined, handled	2 00	each.
15 anvils, estimated at 140 pounds each, 2,100 pounds	10	per pound.
20 braces and bits complete, 48 bits	5 00	per set.
20 bevels, steel-tongued	50	each.
20 balances, spring, to weigh 25 pounds	40	each.
20 balances, spring, to weigh 50 pounds	80	each.
15 crows, coopers'	1 00	each
12 dozen compasses, carpenters'	3 00	per dozen.
2 dozen compasses, armorers'	6 00	per dozen.
15 dozen chisels, firmer, assorted, handled	4 00	per dozen.
15 dozen chisels, socket, assorted, handled	4 75	per dozen.
10 diamonds, glaziers'	7 00	each.
20 filters, with cock and coupling complete	2 00	each.
20 dozen nail gimlets, assorted	30	per dozen.
20 dozen spike gimlets, assorted	60	per dozen.
2 dozen gauges, carpenters'	2 00	per dozen.
15 dozen gouges, firmer, assorted, handled	5 50	per dozen.
12 dozen gouges, socket, assorted, handled	10 00	per dozen.
15 hammers, tinners', handled	80	each.
15 hammers, saddlers', handled	60	each.
15 hammers, coopers', handled	70	each.
20 hammers, rivet, handled	60	each.
100 hammers, claw, handled	60	each.
100 hatchets, cast-steel, handled	80	each.
60 knives, drawing, 12-inch	70	each.
12 kettles, pitch, 20 inches diameter at top	1 00	each.
24 kettles, glue	1 00	each.

36 ladles, iron	$0 75	each.
6 sets castings and tools for turning-lathe, complete, for wood and iron	25 00	per set.
36 moulding planes	90	each.
20 planes, grooving, width of iron ¼ to 1 inch	70	each.
50 planes, smoothing, width of iron ⅜ to 2 inches	95	each.
50 planes, carpenters', short jointer	1 00	each.
50 planes, beading, width of iron ¼ to ⅜ inch	60	each.
30 planes, jack	70	each.
50 pincers, assorted	60	each.
50 pliers, cutting and assorted	60	each.
50 rules, 2 feet, double and single jointed	70	each.
50 wood rasps, assorted	50	each.
50 wood saws	1 00	each.
50 handsaws	1 50	each
50 hacksaws, with frames	1 50	each.
20 hacksaw blades	50	each.
20 dovetail saws	1 00	each.
30 compass saws, 10 and 15 inches	40	each.
20 keyhole saws and pads, 6 by 12 inches	50	each.
20 tenon saws	1 00	each.
36 saw-sets	40	each.
12 scales, beam, to weigh 1,000 pounds	5 00	each.
24 jack screws, 2½ feet, equal to Ballard's	26 00	each.
50 spokeshaves	60	each.
30 iron squares, 2 feet	30	each.
20 steel squares, 2 feet	90	each.
25 tinners' bench shears	6 00	each.
25 tinners' hand shears	2 75	each.
20 edging stakes	4 00	each.
20 planishing stakes	6 00	each.
75 screw-drivers, assorted	40	each.
50 hand vices	50	each.
20 monkey wrenches	1 25	each.
50 shifting wrenches	1 40	each.
12 sets turning tools, for wood	7 00	per set.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 36, white lead.

35,000 pounds pure dry white lead	$0 10	per pound.
10,000 pounds dry red lead	10	per pound.
200 pounds litharge, dry	08	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York, Date of contract, July 28, 1865.

Class No. 37, zinc paints.

1,000 pounds white zinc paint, dry	$0 07	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 38, colored paints, dryers, &c.

20,000 pounds whiting, dry	$0 02½	per pound.
500 pounds French yellow ochre, dry	02	per pound.
50 pounds chrome yellow, dry	15	per pound.
200 pounds chrome green, dry	15	per pound.
200 pounds Venetian red, dry, English	02¾	per pound.
10 pounds Chinese vermilion, dry	1 40	per pound.
20 pounds English vermilion, dry	1 40	per pound.
20 pounds Chinese blue, dry	1 00	per pound.
20 pounds Prussian blue, dry	90	per pound.
10 pounds ultra marine blue, dry	25	per pound.
100 pounds brown manganese	04	per pound.
800 pounds gum-shellac	55	per pound.
300 pounds New Zealand gum copal	35	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 39, varnish.

50 gallons copal varnish	$4 00	per gallon.
300 gallons spirits of wine, 90 per cent. proof	4 25	per gallon.
20 gallons coach varnish	4 00	per gallon.
25 gallons white demar varnish	4 00	per gallon.
200 gallons bright varnish	50	per gallon.
500 gallons naphtha	50	per gallon.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 40, linseed oil.

5,000 gallons linseed oil, raw	$1 10	per gallon.

To be delivered as required.

WM. E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 41, glass.

50 clear polished magazine lenses, 14 inches diameter, 1½ inch thick	$5 00	each.
50 clear polished magazine lenses, 10 inches diameter, 1½ inch thick	3 50	each.
200 air-port glasses, 7 inches diameter, 1½ inch thick	1 75	each.
200 air-port glasses, 6 inches diameter, ¾ inch thick	1 00	each.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 44, fish oil.

1,000 gallons whale oil	$0 95	per gallon.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 45, tallow, soap, and sweet oil.

6,000 pounds pure beef tallow	$0 12	per pound.
1,500 pounds best hard brown soap	10	per pound.
1,000 pounds old Castile soap	15	per pound.
50 gallons sweet oil	2 20	per gallon.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 47, ship-chandlery.

500 pounds refined borax	$0 31	per pound.
2,000 pounds white chalk	03	per pound.
50 pounds red chalk	06	per pound.
4 reams crocus martis cloth	32 00	per ream.
24 bundles coopers' flags	50	per bundle.
20 grindstones, 120 pounds each, mounted	7 00	each.
500 pounds best white glue	30	per pound.
100 chalk lines, 80 to 100 feet each	20	each.
24 measuring lines, metallic, 100 feet each	5 00	each.
50 oil stones, say 36 pounds	1 00	per pound.
36 paint stones and muller	3 50	each.
200 pounds potash	08	per pound.
50 reams sand paper, assorted	4 00	per ream.
50 pounds sal-ammoniac	10	per pound.
500 pounds soda ash	03	per pound.
100 pounds rotten stone, in lumps	07	per pound.
100 pounds thrumbs	1 00	per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard Brooklyn, New York, in 1865-'66.

JAMES BIGLER, Newburgh, New York. Date of contract, July 28, 1865.

Class No. 1, white oak logs.

30,000 cubic feet white oak plank stock logs	$0 44	per cubic foot.

To be delivered as required.

JAMES BIGLER, Newburgh, New York. Date of contract, July 28, 1865.

Class No. 2, white oak keel pieces.

40 keel pieces, 46 to 52 feet long, sided 17 inches, moulded 19 inches; estimated to measure 4,396 cubic feet..... $0 58 per cubic foot

To be delivered as required.

HUFFINGTON & FENTRESS, Cambridge, Maryland. Date of contract, July 28, 1865.

Class No. 3, white oak curved timber.

10,000 cubic feet white oak curved timber..... $0 54 per cubic foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 4, white oak plank.

3,000 board feet 1¼-inch best white oak plank, 35 feet long.... $45 00 per M feet.
5,000 board feet 1½-inch best white oak plank, 35 feet long .... 45 00 per M feet.
12,000 board feet 2-inch best white oak plank, 35 feet long..... 45 00 per M feet.
5,000 board feet 2½-inch best white oak plank, from 30 to 40 feet long ..... 45 00 per M feet.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 5, white oak boards.

20,000 board feet 1-inch best white oak boards, from 20 to 30 feet long ..... $45 00 per M feet.

To be delivered as required.

HENRY G. BEACH, Syracuse, New York. Date of contract, August 30, 1865.

Class No. 6, yellow pine logs.

75,000 cubic feet yellow pine logs..... $0 48 per cubic foot.

To be delivered as required.

HENRY G. BEACH, Syracuse, New York. Date of contract, August 30, 1865.

Class No. 7, yellow pine beams.

20 pieces, 35 to 40 feet long, sided 16 inches, moulded 15 inches;
20 pieces, 40 to 45 feet long, sided 16 inches, moulded 15 inches;
40 pieces, 45 to 52 feet long, sided 16 inches, moulded 15 inches;
Estimated to contain 5,900 cubic feet..... $0 53 per cubic foot.

To be delivered as required.

HENRY G. BEACH, Syracuse, New York. Date of contract, August 4, 1865.

Class No. 8, yellow pine mast and spar timber.

4 pieces 60 feet long, 22 inches square, and parallel
4 pieces 55 feet long, 22 inches square, and parallel;
4 pieces 50 feet long, 22 inches square, and parallel;
4 pieces 45 feet long, 22 inches square, and parallel;
4 pieces 40 feet long, 22 inches square, and parallel;
4 pieces 35 feet long, 22 inches square, and parallel;
4 pieces 72 feet long, 23 inches square, and parallel;
4 pieces 66 feet long, 23 inches square, and parallel,
4 pieces 75 feet long, 27 inches square at and one-third from the but, 19 inches at the top end;
Estimated to contain 7,059 cubic feet..... $0 80 per cubic foot.
10 pieces 55 feet long, 18 inches square, and parallel;
15 pieces 55 feet long, 14 inches square, and parallel;
10 pieces 50 feet long, 18 inches square, and parallel;
4 pieces 55 feet long, 19 inches square, and parallel;
6 pieces 52 feet long, 13 inches square, and parallel;
6 pieces 45 feet long, 13 inches square, and parallel;
6 pieces 50 feet long, 16 inches square, and parallel;
10 pieces 45 feet long, 16 inches square, and parallel;
Estimated to contain 6,022 cubic feet..... $0 58 per cubic foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 11, white pine logs, plank and boards.

6,000 cubic feet white pine logs, No. 1	$0 28	per cubic foot.
50,000 feet, board measure, white pine boards, No. 1, from ½ to 1 inch inclusive	40 00	per M feet.
100,000 feet, board measure, white pine boards, No. 2, from ½ to 1 inch inclusive	35 00	per M feet.
40,000 feet, board measure, white pine plank, No. 1, from 1⅛ to 2 inches inclusive	42 00	per M feet.
20,000 feet, board measure, white pine plank, No 1, from 2⅛ to 3 inches inclusive	42 00	per M feet.
10,000 feet, board measure, white pine plank, No. 1, from 3⅛ to 4 inches inclusive	42 00	per M feet.
100,000 feet, board measure, white pine plank, No. 2, from 1¼ to 2 inches inclusive	37 00	per M feet.
30,000 feet, board measure, white pine plank, No. 2, from 2⅛ to 3½ inches inclusive	37 00	per M feet.
50,000 feet, board measure, white pine box boards	25 00	per M feet.
200,000 feet, board measure, white pine stage plank, 3 inches thick, 35 to 45 feet in length	20 00	per M feet.
5,000 pieces Albany plank, No. 2	30	per piece.
5,000 pieces Albany boards, No. 2	30	per piece.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 13, ash logs and plank.

75,000 feet, board measure, clear white ash plank, 1⅛ to 2 inches.	$38 00	per M feet.
20,000 feet, board measure, clear white ash plank, 2⅛ to 4 inches.	38 00	per M feet.

To be delivered as required.

FRED. A. SOUTHMAYD, New York. Date of contract, July 28, 1865.

Class No. 14, ash oars.

20,000 feet white ash oars, from 12 to 18 feet long	$0 08 3/10	per foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 15, hickory buts and bars.

50 white heart hickory bars, from 12 to 14 feet long	$1 50	each.
200 white heart hickory handspikes, 8 feet long, 6 inches square at the but	2 00	each.
50 white heart hickory buts, 6 feet long, 6 inches diameter	1 50	each.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 16, black walnut and cherry.

10,000 feet, board measure, black walnut, ⅝ to ½ inch thick	$65 00	per M feet.
5,000 feet, board measure, black walnut, from 1½ to 3 inches thick	65 00	per M feet.
500 feet, board measure, cherry boards, 1 inch	60 00	per M feet.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 17, cedar and cypress boards.

50,000 feet, board measure, clear cypress boards and plank, from ⅞ to 1¼ inch	$60 00	per M feet.

To be delivered as required.

F. S. BLETZ, Columbia, Pennsylvania. Date of contract, July 28, 1865.

Class No. 18, locust timber.

1,500 cubic feet best yellow locust	$1 00	per cubic foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 19, white oak staves and headings.

3,000 pieces extra heavy white oak staves, 54 inches	$0 15	per piece.
6,000 pieces white oak staves, in length 54 inches	10	per piece.
3,000 pieces white oak staves, in length 42 inches	08	per piece.
2,000 pieces white oak heading, in length 32 inches	20	per piece
3,000 pieces white oak barrel staves, in length 32 inches	06	per piece.
3,000 pieces prime white ash barrel staves	06	per piece.
4,000 tight barrel hoop poles, hickory	10	each.

To be delivered as required.

G. W. LAWRENCE, Portland, Maine. Date of contract, July 28, 1865.

Class No. 20, black spruce.

20 pieces black spruce spars, 45 to 50 feet long	$40 00	each.
15 pieces black spruce spars, 50 to 55 feet long	42 00	each.
10 pieces black spruce spars, 55 to 60 feet long	45 00	each.
5 pieces black spruce spars, 60 to 65 feet long	47 00	each.
5 pieces black spruce spars, 65 to 70 feet long	48 00	each.
5 pieces black spruce spars, 70 to 75 feet long	60 00	each.
6,000 inches black spruce spars, from 5 to 10 inches diameter	20	per inch.
200 spruce poles, 2½ inches diameter, 20 feet long	50	each.
400 spruce poles, 4½ inches diameter, 25 feet long	30	each.
600 spruce shores, 7 inches diameter, 25 to 30 feet long	1 80	each.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, August 4, 1865.

Class No. 21, locust tree-nails.

20,000 best Long Island locust tree-nails, riven 1⅝ inch square, 20 to 24 inches long	$45 00	per M.
20,000 best Long Island locust tree-nails, riven 1½ inch square, 24 to 28 inches long	55 00	per M.
10,000 best Long Island locust tree-nails, riven 1¾ inch square, 28 to 30 inches long	100 00	per M.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, New York. Date of contract, July 28, 1865.

Class No. 22, mahogany.

1,000 feet, board measure, St. Domingo mahogany, from ½ to 2 inches thick	$250 00	per M feet.
500 feet, board measure, St. Domingo mahogany, 6 by 6	250 00	per M feet.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 23, lignumvitæ.

10 tons lignumvitæ, 3 to 8 inches	$45 00	per ton.
15 tons lignumvitæ, 8 to 12 inches	50 00	per ton.
3 tons lignumvitæ, 15 to 18 inches	85 00	per ton.

To be delivered as required.

W. E. SPALDING, Washington, D. C. Date of contract, August 17, 1865.

Class No. 25, iron, round, flat, and square.

400,000 pounds round iron, from 3/16 to 2½ inches	$0 04⅛	per pound.
60,000 pounds round iron, from 2⅝ to 3 inches	04⅛	per pound.
50,000 pounds round iron, from 3¼ to 6 inches	05¼	per pound.
100,000 pounds square iron, from ⅜ to 2½ inches	04⅛	per pound.
25,000 pounds square iron, from 2¼ to 5½ inches	05	per pound.
250,000 pounds flat iron, from ¼ to 1 inch thick, from 1¼ to 9 inches wide	04⅛	per pound.
70,000 pounds flat iron, from ⅜ to ⅝ inch thick, from 7 to 12 inches wide	05	per pound
10,000 pounds hoop iron, from 1/16 to ⅜ inch thick, from ⅝ to 2¼ inches wide	07½	per pound

10 000	pounds thimble iron, from $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches wide	$0 05	per pound.
2,000	pounds iron nail rods	05	per pound.
1,000	pounds wrought-iron clinch rings, $\frac{1}{4}$ to $1\frac{1}{2}$ inch	16	per pound.
5 200	pounds wrought-iron square nuts, assorted	10	per pound.
5,100	pounds wrought-iron six-sided nuts, assorted	14	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 26, steel.

5,000	pounds extra cast-steel, from $\frac{1}{4}$ to $2\frac{1}{2}$ inches square	$0 18	per pound.
1,600	pounds extra cast-steel, from $2\frac{5}{8}$ to 4 inches square	18	per pound.
3,100	pounds octagon steel, extra, from $\frac{1}{2}$ to $2\frac{1}{2}$ inches square	19	per pound.
2,200	pounds German steel, assorted	10	per pound.
2 100	pounds blister steel, assorted	13	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 27, iron spikes.

2,000	pounds hand-made wrought-iron spikes, 3 inches long	$0 5 $\frac{39}{100}$	per pound.
5,000	pounds hand-made wrought-iron spikes, 4 inches long	5 $\frac{39}{100}$	per pound.
10,000	pounds hand-made wrought-iron spikes, 5 inches long	5 $\frac{39}{100}$	per pound.
15,000	pounds hand-made wrought-iron spikes, 6 inches long	5 $\frac{39}{100}$	per pound.
20,000	pounds hand-made wrought-iron spikes, 7 inches long	5 $\frac{39}{100}$	per pound.
20,000	pounds hand-made wrought-iron spikes, 8 inches long	5 $\frac{39}{100}$	per pound.
5,000	pounds hand-made wrought-iron spikes, 9 inches long, per sample	15 $\frac{39}{100}$	per pound.

To be delivered as required.

E. WHEELER & SON, Washington. Date of contract, August 19, 1865.

Class No. 28, iron nails, wrought and cut.

1,000	pounds wrought-iron nails, 4 to 20*d*	$0 07	per pound.
1,000	pounds wrought-iron nails, 2 to 5 inches long	7	per pound.
500	pounds wrought-iron clout nails, $\frac{1}{2}$ to $1\frac{1}{4}$ inch long	12	per pound.
2,000	pounds wrought-iron boat nails, 4 to 40*d*	7	per pound.
100,000	pounds cut iron nails, 4 to 40*d*	5	per pound.
2,000	pounds cut iron finishing nails, from $\frac{3}{4}$ to 2 inches long	15	per pound.
2,500	pounds iron brad head nails, 4 to 12*d*	6	per pound
50	pounds iron cut brads, $\frac{1}{2}$ to $1\frac{3}{4}$ inch long	15	per pound.

To be delivered as required.

S. S. ROWLAND, New York. Date of contract, August 2, 1865.

Class No. 30, lead.

20,000	pounds drawn lead pipe, from $\frac{1}{2}$ to $3\frac{1}{2}$ inches diameter	$0 12	per pound.

To be delivered as required.

WM. E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 31, zinc, tin, and solder.

30	boxes tin plate, IC, 10 by 14	$13 30	per box.
30	boxes tin plate, IC, 14 by 20	14 00	per box.
3,000	pounds Streights tin	35	per pound.
100	pounds spelter solder	34	per pound.

To be delivered as required.

FOSTER & TOWER, New York. Date of contract, July 28, 1865.

Class No. 33, hardware.

300	pounds burrs, copper, assorted	$0 58	per pound.
40	dozen buttons, plate, brass, $1\frac{1}{2}$ and 2 inch	62	per dozen.
10	dozen bolts, flush, brass, 4 inch	3 00	per dozen.
3	dozen bolts, flush, brass, 4 inch, narrow	1 80	per dozen.
10	dozen bolts, neck, brass, 5 inch	3 00	per dozen.

10	dozen barrel bolts, 4 inch	$0 50	per dozen.
8	dozen barrel bolts, 6 inch	75	per dozen.
500	pounds, brass sheet, assorted	41	per pound.
70	yards brass jack chain, No. 12	23	per yard.
100	yards iron jack chain	8	per yard.
100	sets composition couplings and boxes complete, for hand pumps	2 00	per set.
24	sets fixed wheel casters, 1⅝	10	per set.
4	sets socket casters, 1½	50	per set.
6	sets swivel casters, 1¾	50	per set.
20	dozen escutcheons, mineral poppy drops	1 75	per dozen.
20	dozen escutcheons, silver-plated drop	3 00	per dozen.
20	dozen escutcheons, thread	06	per dozen.
16	pounds escutcheons, pins, brass, assorted	1 00	per pound
30	dozen escutcheons, flat	10	per dozen.
50	pairs brass butt hinges, shifting pins, 3 by 3	64	per pair.
150	pairs brass butt hinges, shifting pins, 4 by 4	1 35	per pair.
30	pairs brass butt hinges, shifting pins, 5 by 5	2 53	per pair.
100	pairs brass butt hinges, shifting pins, 4 by 3	96	per pair.
100	pairs brass butt hinges, 5 inch, stationary pins	1 36	per pair.
100	pairs brass butt hinges, 4 inch, stationary pins	79	per pair.
300	pairs brass butt hinges, 3½ inch, stationary pins	56	per pair.
500	pairs brass butt hinges, 3 inch, stationary pins	30	per pair.
1,000	pairs brass butt hinges, 2½ inch, stationary pins	25	per pair.
1,000	pairs brass butt hinges, 2 inch, stationary pins	16	per pair.
36	pairs secretary hinges and fastenings complete, brass, 5 by 5	1 25	per pair.
6	dozen pairs table fastenings, 1¼ inch	50	per dozen.
3	dozen pairs secretary fastenings	75	per dozen.
30	pairs table hinges, brass, 2 by 3 inches	33	per pair.
30	pairs iron butt hinges, 3½ by 3½ inches	33	per pair.
100	pairs back flap hinges, brass, 2 by 2 inches	17	per pair.
50	dozen cabin-door hooks, brass, 4 to 6 inches	3 12	per dozen.
5	gross brass side hooks and eyes, 2½ inch	9 00	per gross.
12	gross cap hooks, 1½ inch	6 50	per gross.
6	dozen lamp hooks, brass	92	per dozen.
40	dozen pairs iron draw flush handles	1 75	per doz. p'rs.
20	gross black walnut knobs, assorted	1 50	per gross.
20	dozen brass knobs and spindles, 1¼ to 2½ inch	15 95	per dozen.
10	dozen brass knobs, ¾ inch	50	per dozen.
50	dozen white mineral knobs and spindles	7 20	per dozen.
50	dozen blank mortise lock keys	56	per dozen.
100	dozen blank till lock keys	35	per dozen.
20	dozen blank padlock keys	85	per dozen.
20	dozen blank rim-lock keys	56	per dozen.
75	dozen iron padlocks, 2¾ inch	3 00	per dozen.
25	dozen brass dead-locks, 5 inch	6 00	per dozen.
100	dozen brass drawer locks, 3 inch	5 50	per dozen.
90	dozen brass cupboard locks, 1½ to 4 inch, right and left	3 50	per dozen.
2	dozen brass desk locks, 2½ inch	1 50	per dozen.
2	dozen brass chest locks, 4 inch	10 00	per dozen.
35	dozen brass rim locks, 5 inch	9 50	per dozen.
30	dozen 4-inch mortise locks, white porcelain furniture, complete	13 90	per dozen.
10	dozen 5-inch mortise locks, white porcelain furniture, complete	22 40	per dozen.
15	dozen iron chest locks, 4 inch	3 50	per dozen.
50	pounds coppersmith's copper rivets	63	per pound.
250	pounds iron rivets, assorted	18	per pound.
10	dozen flush rings, brass	50	per dozen.
5	dozen brass cupboard catches	1 00	per dozen.
10	dozen brass rim catches	2 25	per dozen.
600	gross brass screws, gimlet point, 3 to 16	2 00	per gross.
200	gross brass screws, gimlet point, 16 to 26	10 00	per gross.
1,000	gross iron screws, gimlet point, 3 to 16	60	per gross.
300	gross iron screws, gimlet point, 16 to 24	2 50	per gross.
10	dozen sash springs, spiral	75	per dozen.
10	dozen sash springs, flat	50	per dozen.
470	M iron cut tacks	10	per M.
1,000	pounds brass wire	41	per pound.
500	pounds copper wire, ¼ and ⅜ inch	50	per pound.

500	pounds iron wire, assorted	$0 12	per pound.
5	pounds blind wire	20	per pound.
50	water-closet fixtures, water-valves, stop-cocks, china basin, complete	5 50	each.
10	extra fixtures for water-closets	3 00	each.
24	water-closet cocks, with handles	2 50	each.
24	washers and plugs	83	each.
4	dozen washbasin plugs	2 75	per dozen.

To be delivered as required.

G. H. CREED, New York. Date of contract, July 28, 1865.

Class No. 34, tools for stores.

30	adzes, carpenters', handled	$2 00	each.
15	adzes, hollow, handled	2 00	each.
20	adzes, coopers', handled	3 00	each.
100	axes, broad, handled	3 00	each.
180	axes, wood, handled	1 50	each.
20	anvils, estimated at 140 pounds each, say 2,800 pounds	15	per pound.
10	swedge blocks (125 pounds)	18 00	each.
40	braces and bits, wood, complete, 48 bits	5 00	per set.
25	braces and bits, coopers', complete, 20 bits	3 00	per set.
40	braces and bits, armorers'	3 00	per set.
20	tap borers	50	each.
75	bevels, steel-tongued	50	each.
16	dozen compasses, carpenters'	1 00	per dozen.
6	dozen compasses, armorers'	1 00	per dozen.
6	dozen compasses, coopers'	1 00	per dozen.
35	dozen chisels, from $\frac{1}{8}$ to 2 inches, assorted, handled	4 00	per dozen.
25	dozen chisels, socket, handled, $\frac{3}{4}$ to 3 inches	6 00	per dozen.
50	calipers, 10 to 24 inches	1 50	each.
12	sets alphabetical letters and figures $\frac{1}{4}$ to $\frac{3}{8}$ inch, steel	6 00	per set.
20	diamonds, glaziers'	5 00	each.
30	drills, stock, press	2 50	each.
50	dozen taper files, 3 to 4 inches	1 00	per dozen.
20	dozen taper files, 5 to 6 inches	1 25	per dozen.
30	dozen half-round bastard files, 10 to 18 inches	5 00	per dozen.
30	dozen half-round smooth files, 6 to 18 inches	7 50	per dozen.
12	dozen square files, 3-square, 6 to 10 inches	3 00	per dozen.
12	dozen 4-square files, 8 to 14 inches	3 50	per dozen.
25	dozen flat bastard files, 8 to 16 inches	4 00	per dozen.
15	dozen whip-saw files, $\frac{5}{16}$ wide	2 50	per dozen.
10	dozen rat-tail files, assorted	2 50	per dozen.
40	dozen flat smooth files, 6 to 18 inches	6 00	per dozen.
2	dozen mortise gauges	8 00	per dozen.
100	dozen nail gimlets	30	per dozen.
20	dozen spike gimlets	75	per dozen.
75	gauges, carpenters'	25	each.
30	dozen firmer gouges, handled, assorted, $\frac{1}{4}$ to 2 inches	4 00	per dozen.
30	dozen socket gouges, handled, assorted, $\frac{3}{4}$ to 3 inches	5 50	per dozen.
25	Ohio grindstones, 120 pounds each, mounted	8 00	each.
50	hammers, tinners', handled	1 00	each
100	hammers, hand	1 50	each.
150	hammers, rivet, handled	50	each.
150	hammers, claw, handled	50	each.
50	hammers, coopers'	75	each.
200	hatchets, cast-steel, handled	75	each.
25	coopers' beck irons	3 00	each.
15	coopers' marking irons	1 00	each.
20	coopers' flagging irons	1 50	each.
50	putty knives	50	each.
25	coopers' knives, hollow	1 50	each.
20	glue kettles	1 50	each.
25	copper pitch ladles	3 00	each.
30	dozen lead pencils, carpenters'	1 00	per dozen.
75	moulding planes	1 00	each.
14	turning lathes and tools, complete, for wood and iron	50 00	each.
25	ploughs, (8 bits)	6 00	each.
25	sets match planes	1 00	per set.
50	short jointer planes	1 50	each.

100	smoothing planes	$1 00	each.
50	rabbet planes	1 00	each.
50	beading planes, width of iron ¼ to ¾ inch	75	each.
100	jack planes	1 00	each.
20	block planes	1 00	each.
25	pincers, assorted	1 00	each.
70	plyers, cutting, and assorted	1 00	each.
200	rules, 2 feet, double and single jointed, equal quantities	50	each
200	wood rasps, assorted	40	each.
6	dozen connecting shackles, from ⅝ to 1 inch	6 00	per dozen.
25	wood-saws	1 00	each.
100	handsaws	1 50	each.
100	hand hacksaws	2 50	each.
40	panel saws	1 00	each.
20	hacksaw blades	75	each.
50	dovetail saws	1 00	each.
100	compass saws, 10 to 15 inches	75	each.
30	sash saws	1 00	each.
30	keyhole saws and pads, 6 to 12 inches	1 00	each.
30	tenon saws	1 50	each.
50	sawsets	50	each.
50	bench screws	50	each.
125	clamp screws	75	each.
50	jack screws, 2½ to 3 feet, per sample	7 00	each.
100	screw-drivers, assorted	50	each.
100	spoke shaves	60	each.
30	bucket shaves, coopers'	75	each.
30	can shaves. coopers'	75	each.
30	in shaves, coopers'	75	each.
75	iron squares, 2 feet	70	each.
75	trying squares	50	each.
25	tinners' shears	5 00	each.
35	hand shears	3 00	each.
30	edging stakes	3 50	each.
40	planishing stakes	3 00	each.
75	stocks and dies, large size	5 50	each.
40	stocks and dies, small size	3 00	each.
4,500	pounds bench vice, 3½ to 5½ inch jaws, say 38 in number	25	per pound.
75	bench vices, small	2 50	each.
60	hand vices	75	each.
130	wrenches, equal to Baxter's, 8, 10 and 12 inch	75	each.
20	oil stones, say 36 pounds	10	per pound.
30	paint stones and mullers	5 00	each.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 36, white lead.

100,000	pounds pure dry white lead	$0 11½	per pound.
25,000	pounds pure white lead in oil, in 25 and 50 pound kegs	11	per pound.

To be delivered as required.

WILLIAM MILLER, New York. Date of contract, July 28, 1865.

Class No. 37, zinc paint.

5,000	pounds brown zinc paint, in oil, in 25-pound kegs	$0 07½	per pound.
10,000	pounds white zinc paint, in oil	8	per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 39, varnish.

200	gallons bright varnish	$0 85	per gallon.
100	gallons demar varnish	3 40	per gallon.
40	gallons coach varnish	3 10	per gallon.
300	gallons copal varnish	2 80	per gallon.
300	gallons brown Japan varnish	2 30	per gallon.
50	gallons black Japan varnish	2 65	per gallon.

To be delivered as required.

JOHN LEARY & CO., Baltimore, Md. Date of contract, July 28, 1865.

Class No. 40, linseed oil.

12 000 gallons linseed oil, raw	$1 18	per gallon.

To be delivered as required.

WILLIAM MILLER, New York. Date of contract, July 28, 1865.

Class No. 41, glass.

800 lights, 9 by 12 inches, double thick crown glass	$0 11	per light.
800 lights, 10 by 12 inches, double thick crown glass	12	per light.
100 lights, 8 by 10 inches, double thick crown glass	08	per light.
600 lights, 10 by 14 inches, double thick crown glass	16	per light.
500 lights, 10 by 16 inches, double thick crown glass	20	per light.
300 lights, 12 by 14 inches, double thick crown glass	22	per light.
300 lights, 12 by 16 inches, double thick crown glass	24	per light.
400 lights, 12 by 18 inches, double thick crown glass	26	per light.
300 lights, 14 by 18 inches, double thick crown glass	32	per light.
75 lights, 14 by 16 inches, double thick crown glass	28	per light.
75 lights, 14 by 20 inches, double thick crown glass	35	per light.
200 lights, 16 by 24 inches, double thick crown glass	55	per light.
150 lights, 24 by 30 inches, double thick crown glass	1 38	per light.
50 clear magazine lenses, 12 inches in diameter, 1½ inch thick, polished	5 00	each.
25 deck lights, 10 by 3	1 95	each.
160 deck lights, prism	60	each.
9 dozen hexagon deck lights, 3-inch	4 45	per dozen.
50 side-light glasses, 5 to 10 inches	3 00	each.

To be delivered as required.

FOSTER & TOWER, New York. Date of contract, July 28, 1865.

Class No. 42, brushes.

25 dusting brushes	$0 54	each.
600 paint brushes	50	each.
50 varnish brushes	42	each.
250 sash tool brushes	16½	each.
50 camel's hair brushes	05	each.

To be delivered as required.

SOUTHARD, HERBERT & CO., Boston. Date of contract, July 28, 1865.

Class No. 44, fish oil.

600 gallons fish oil	$1 09	per gallon.

To be delivered as required.

JOHN J. BINGHAM, New York. Date of contract, July 28, 1865.

Class No. 45, tallow, soap, and sweet oil.

10,000 pounds pure beef tallow	$0 10½	per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 46, junk.

100 tons (2,240 pounds each) best junk, from half-worn rigging, for making oakum, per sample	$131 00	per ton.

To be delivered as required.

W. E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 47, ship-chandlery.

40 pounds borax	$0 38	per pound.
50 bundles flags	30	per bundle.
20,000 inches mast hoops, from 8 to 20 inches, (1,470 hoops)	01½	per inch.
15,000 inches mast hoops, from 20 to 30 inches (520 hoops)	01¼	per inch.

10 pounds sash cord, white	$0 50	per pound.
10 reams sandpaper, assorted	3 75	per ream.
5 reams burning paper, say 450 pounds, (plumber's)	9	per pound.
20 pounds lampwick	70	per pound.
320 pounds thrums	90	per pound.
250 chalk lines	10	each.
50 metallic tape lines	5 00	each.
5,000 pounds tarred sheathing-paper	4 3/10	per pound.
50 sets truss hoops	4 50	per set.

To be delivered as required.

W. E. SPALDING, Washington. Date of contract, August 15, 1865.

Class No. 49, tank iron.

50 000 pounds boiler plate iron, 3/16-inch, C. H., No. 1, 8 feet long, 30 inches wide	$0 05 3/4	per pound.
5,000 pounds angle iron	5	per pound.
4,000 pounds boiler rivets, 1½ by ⅝	8	per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard at Philadelphia, Pa., in 1865—1866.

JAMES BIGLER, Newburg, N. Y. Date of contract, July 28, 1865.

Class No. 1, white oak logs.

20,000 cubic feet white oak plank stock logs	$0 48	per cubic foot.
6 white oak stern posts	150 00	each.

To be delivered as required.

W. M. SHAKSPEARE, Dover, Del. Date of contract, July 28, 1865.

Class No. 3, white oak curved timber.

20,000 cubic feet white oak curved timber	$0 59	per cubic foot.
6 white oak stem pieces	125 00	each.

To be delivered as required.

W. M. SHAKSPEARE, Dover, Del. Date of contract, July 28, 1865.

Class No. 4, white oak plank.

20,000 board feet 1-inch white oak boards, 16 to 30 feet long, prime Susquehanna	$50 00	per M feet.
5,000 board feet 1½-inch white oak plank, 20 to 30 feet long, prime Susquehanna	50 00	per M feet.
10,000 board feet 2-inch white oak plank, 20 to 30 feet long, prime Susquehanna	50 00	per M feet.
500 board feet 2½-inch white oak plank, 20 to 40 feet long, prime Susquehanna	50 00	per M feet.
20,000 board feet 3½-inch white oak plank	50 00	per M feet.

To be delivered as required.

SAMUEL PATTERSON, Norfolk, Va. Date of contract, August 4, 1865.

Class No. 8, yellow pine mast and spar timber.

12 pieces yellow pine mast sticks, 54 feet long, to be hewed 18 inches square;		
12 pieces yellow pine mast sticks, 50 feet long, to be hewed 18 inches square;		
12 pieces yellow pine mast sticks, 58 feet long, to be hewed 20 inches square;		
12 pieces yellow pine mast sticks, 62 feet long, to be hewed 20 inches square;		
12 pieces yellow pine mast sticks, 66 feet long, to be hewed 20 inches square;		
The whole to contain 8,976 cubic feet	$0 79	per cubic foot.

To be delivered as required.

F. S. BLETZ, Columbia, Penn. Date of contract, July 28, 1865.

Class No. 9, white pine deck plank and stage plank.

200,000 board feet 3-inch white pine plank	$28 00	per M feet.
20,000 board feet white pine deck plank, 3 by 6 inches	37 00	per M feet.
50,000 board feet white pine deck plank, 3½ by 6 inches	37 00	per M feet.
300 white pine spales, 43,000 board feet	28 00	per M feet.

To be delivered as required.

HENRY G. BEACH, Syracuse, N. Y. Date of contract, August 4, 1865.

Class No. 10, white pine mast timber.

10 white pine mast sticks	$200 00	per stick.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 11, white pine logs, plank, and boards.

45,000 board feet white pine panel boards, 1 inch	$50 00	per M feet.
50,000 board feet white pine panel boards, ¾ inch, not less than 12 inches wide	50 00	per M feet.
25,000 board feet white pine panel plank, 1⅛ to 2 inches	50 00	per M feet.
5,000 board feet white pine panel plank, 2⅛ to 3 inches	50 00	per M feet.
20,000 board feet white pine boards, 1st common, ⅝ to 1 inch	40 00	per M feet.
5,000 board feet white pine plank, 1st common, 1⅛ to 2 inches	40 00	per M feet.
20,000 board feet white pine boards, 2d common, ⅝ to 1 inch	40 00	per M feet.
5,000 board feet white pine plank, 2d common, 1⅛ to 2 inches	40 00	per M feet.

To be delivered as required.

L. THOMPSON & CO., Philadelphia. Date of contract, August 26, 1865.

Class No. 13, ash logs and plank.

5,000 board feet white ash plank, 1⅛ to 2 inches	$50 00	per M feet.
2,000 board feet white ash boards, 1-inch, 12 and 16 feet long, 8 to 10 inches wide	50 00	per M feet.
1,000 board feet white ash plank, 1¼-inch, 12 and 16 feet long, 8 to 10 inches wide	50 00	per M feet.
2,000 board feet white ash plank, 1½ inch, 14 and 16 feet long, 8 to 10 inches wide	50 00	per M feet.
1,000 board feet 2-inch white ash plank, 16 feet long, 8 to 10 inches wide	50 00	per M feet.
1,000 board feet 3-inch white ash plank, 12 feet long	50 00	per M feet.
2,000 board feet ¾-inch ash boards, crooked	50 00	per M feet.
1,000 board feet 1-inch white ash boards, crooked	50 00	per M feet.

To be delivered as required.

FREDERICK A. SOUTHMAYD, New York. Date of contract, July 28, 1865.

Class No. 14, ash oars.

660 feet white ash oars, 11 feet long	$0 08¾	per foot.
720 feet white ash oars, 12 feet long	08¾	per foot.
3,900 feet white ash oars, 13 feet long	08¾	per foot.
560 feet white ash oars, 14 feet long	09¼	per foot.
600 feet white ash oars, 15 feet long	09¼	per foot.
640 feet white ash oars, 16 feet long	09¼	per foot.

To be delivered as required.

FREDERICK A. SOUTHMAYD, New York. Date of contract, July 28, 1865

Class No. 17, cypress and cedar boards.

15,000 board feet 1-inch cedar boards	$54 00	per M feet.
5,000 board feet 1¼-inch cedar boards	54 00	per M feet.

To be delivered as required.

F. S. BLETZ, Columbia, Penn. Date of contract, July 28, 1865.

Class No. 18, locust timber.

3,000 cubic feet locust timber	$00 95	per cubic foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 20, black spruce.

5 pieces black spruce, each 50 feet long	$15 00	per piece.
5 pieces black spruce, each 55 feet long	22 00	per piece.
1,500 inches spruce spars, to average 6½ inches	50	per inch.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 23, lignumvitæ.

5 tons lignumvitæ, from 6 to 12	$50 00	per ton.

To be delivered as required.

JOHN R. ELVANS & CO., Washington. Date of contract, August 4, 1865.

Class No. 25, iron, round, flat, and square.

20,000 pounds flat iron, assorted, from ⅛ to 2 inches thick, from ½ to 8 inches wide	$0 3¾	per pound.
4,000 pounds flat iron, assorted, from ⅛ to 2 inches thick, from 8 to 14 inches wide	0 4½	per pound.
5,000 pounds round iron, assorted, from $\frac{3}{16}$ to $\frac{7}{16}$ inch	0 4¼	per pound.
200,000 pounds round iron, assorted, from ½ to 3 inches	0 3¾	per pound.
5,000 pounds square iron, assorted, from ½ to 3 inches	0 3⅞	per pound.
3,000 pounds square iron, assorted, from 3⅛ to 4 inches	0 4½	per pound.
2,000 pounds sheet iron, assorted, from Nos. 6 to 28	0 09	per pound.
500 pounds iron rivets, assorted, Nos. 1 to 10	0 25	per pound.
4,000 pounds saucer rings, from ½ to 1¾ inch	0 19	per pound.

To be delivered as required.

JOHN R. ELVANS & CO., Washington. Date of contract, July 28, 1865.

Class No. 26, steel.

1,000 pounds flat cast-steel, from 1½ to 4 inches wide, from ¼ to ½ inch thick	$0 00	per pound.
1,000 pounds octagon cast-steel, from ½ to 1 inch		per pound.
500 pounds round cast-steel, from ½ to 1 inch		per pound.
1,200 pounds square cast-steel, from ½ to 3 inches		per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 27, iron spikes.

30,000 pounds wrought-iron spikes, hand-made, 4 to 9 inches	$0 $5\frac{40}{100}$	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 28, iron nails, wrought and cut.

500 pounds iron boat nails, assorted	$0 20	per pound.
10,000 pounds iron cut nails, 6*d.* to 40*d.*	05	per pound.
1,000 pounds iron clout nails, 1 to 1½ inch	10	per pound.
4,000 pounds wrought iron nails, 6*d.* to 30*d*	06¼	per pound.

To be delivered as required.

E. WHEELER & SON, Washington. Date of contract, July 28, 1865.

Class No. 30, lead.

10,000 pounds pig lead	$0 09½	per pound.
15,000 pounds lead pipe	15	per pound.
25,000 pounds sheet lead	12	per pound.

To be delivered as required.

W. E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 31, zinc, tin, and solder.

3,000 pounds spelter, Belgian	$0 09	per pound.
5,000 pounds Streights tin	35	per pound.
50 boxes X tin, 10 by 14 inches	15 90	per box.

To be delivered as required.

W. E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 33, hardware.

12 dozen brass flat buttons	$0 30	per dozen.
40 dozen brass plate buttons	59	per dozen.
5 dozen brass flush bolts, 1½ by 2 inches	1 10	per dozen.
12 dozen brass flush bolts, 2 by 5 inches	2 20	per dozen.
5 dozen brass neck bolts, 4 to 6 inches	5 50	per dozen.
5 dozen brass barrel bolts, 4 to 6 inches	5 35	per dozen.
3 dozen brass bolts, 3 and 5 inches	4 00	per dozen.
24 dozen brass cupboard catches, with porcelain knobs, large	1 25	per dozen.
100 pounds burrs, copper	70	per pound.
10 dozen brass plate escutcheons, ⅝ and ¾ inch	50	per dozen.
30 dozen flat porcelain escutcheons, assorted	40	per dozen.
60 dozen brass wardrobe hooks	1 00	per dozen.
50 dozen brass pantry hooks	65	per dozen.
40 dozen brass cabin door hooks, extra heavy, 3 to 6 inches	2 35	per dozen.
10 dozen brass lamp hooks, assorted	65	per dozen.
4 dozen brass flush hooks and eyes, assorted	40	per dozen.
30 dozen brass coat and hat hooks, porcelain knobs	2 60	per dozen.
20 dozen pairs brass drawer handles, flush	9 50	per dozen.
500 pairs brass butt hinges, 2 to 4 inches	30	per pair.
12 pairs brass chest hinges, 12 inches	1 00	per pair.
100 pairs brass strap hinges, 6 to 20 inches	1 50	per pair.
200 pairs brass slip-pin hinges, 3½ by 3 inches, extra heavy	75	per pair.
200 pairs brass slip-pin hinges, 4 by 3½ inches, extra heavy	1 10	per pair.
24 pairs brass slip-pin hinges, 5 by 4½ inches, extra heavy	2 00	per pair.
72 brass chest hasps	40	each.
30 dozen iron wardrobe hooks	20	per dozen.
12 dozen iron coat and hat hooks	30	per dozen.
2 dozen iron lamp hooks, assorted	30	per dozen.
50 dozen pairs iron drawer handles, flush, assorted	2 25	per dozen pairs
4 dozen iron joint hasps, 8 inches	2 75	per dozen.
12 pair iron butt hinges, 3 inches	10	per pair.
2,000 feet jack chain, from Nos. 9 to 12	05	per foot.
6 dozen mineral knobs, for mortise rim locks	2 75	per dozen.
40 dozen walnut knobs, 2 inches	18	per dozen.
12 dozen porcelain locks, for mortise rim locks, with porcelain furniture	7 50	per dozen.
3 dozen brass knobs, for mortise rim locks	15 00	per dozen.
4 dozen brass screw knobs, assorted	50	per dozen.
40 dozen porcelain screw knobs, assorted	80	per dozen.
15 dozen all brass mortise locks, with porcelain knobs and furniture, right and left	27 50	per dozen.
1 dozen all brass sliding door locks, with porcelain knobs and furniture, right and left	26 00	per dozen.
4 dozen all brass upright rim locks, with porcelain knobs and furniture, right and left, 5 and 6 inches	27 00	per dozen.
40 dozen brass drawer locks, 3 inches	6 00	per dozen.
5 dozen all brass chest locks, 3½ and 4 inches	9 00	per dozen.
15 dozen all brass wardrobe locks, 2 to 4 inches, right and left	5 50	per dozen.
12 dozen all brass padlocks, 3 inches	15 00	per dozen.
12 dozen all brass deadlocks, 5 and 6 inches	19 00	per dozen.
2 dozen all brass rabbet door locks, with porcelain furniture	30 00	per dozen.
2 dozen iron chest locks, 3 to 4 inches	4 00	per dozen.
12 dozen iron drawer locks, 3 inches	3 00	per dozen.
10 dozen iron deadlocks, 5 and 6 inches	4 00	per dozen.
6 dozen iron padlocks, 3 inches	3 00	per dozen.
8 dozen iron upright rim locks, 5 and 6 inches, mineral knobs, with furniture complete	9 00	per dozen.

8 dozen iron upright rim locks, 5 and 6 inches, reversed bevel, with mineral knobs, and furniture complete	$10 00	per dozen.
1,000 pounds copper nails, assorted	45	per pound.
4 dozen brass sash pulleys, per sample	3 00	per dozen.
4 dozen iron drawer rollers	25	per dozen.
10 dozen brass flush rings, 1 to 2 inches	1 75	per dozen.
12 dozen brass screw rings, assorted	30	per dozen.
6 dozen brass sash springs, per sample	1 00	per dozen.
600 gross brass screws, gimlet points, $\frac{3}{8}$ to 4 inches, Nos. 3 to 24.	3 00	per gross.
50 gross brass screws, gimlet points, $\frac{3}{4}$ to $2\frac{1}{2}$ inches	2 50	per gross.
300 gross iron screws, gimlet points, $\frac{3}{8}$ to 4 inches, Nos. 3 to 24.	2 00	per gross.
25 gross iron screws, gimlet points, $\frac{3}{4}$ to $2\frac{1}{2}$ inches	1 00	per gross.
25 gross brass screws, round heads, $\frac{1}{2}$ to 2 inches, Nos. 5 to 16.	3 00	per gross.
100 gross brass screws, 1 to 4 inches, Nos. 10 to 29	2 00	per gross.
100 gross iron screws, 1 to 4 inches, Nos. 10 to 29	90	per gross.
200 pounds brass wire, No. 4	45	per pound.
200 pounds brass wire, No. 5	44	per pound.
200 pounds brass wire, No. 6	44	per pound.
200 pounds copper wire, No. 2	44	per pound.
200 pounds copper wire, No. 3	44	per pound.
100 pounds copper wire, No. 4	43	per pound.
100 pounds copper wire, No. 5	43	per pound.
100 pounds copper wire, No. 6	43	per pound.
100 pounds copper wire, No. 15	45	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, August 4, 1865.

Class No. 34, tools for stores.

12 adzes, carpenters'	$2 10	each.
5 adzes, coopers'	2 40	each.
5 adzes, hollow	2 20	each.
20 axes, broad	2 40	each.
5 axes, coopers'	2 40	each.
75 axes, wood	1 30	each.
5 anvils, 125 pounds each, 625 pounds	$12\frac{1}{2}$	per pound.
12 braces and bits, 48 bits each, wood	7 50	each.
24 braces and bits, iron	2 60	each
12 braces and bits, iron, auger bits	3 60	each.
12 bung borers, 4 inches	4 20	each.
12 tap borers	45	each.
12 bevels, steel-tongued	45	each.
25 compasses, carpenters'	22	each.
12 compasses, armorers'	52	each.
12 compasses, coopers'	80	each.
50 chisels, firmer	32	each.
30 chisels, socket	80	each.
10 calipers, mast	5 20	each.
10 calipers, smiths'	1 60	each.
5 diamonds, glaziers'	3 60	each.
3 sets dies, letters and figures $\frac{3}{8}$ inch	5 20	per set.
10 drills, breast, with bits	2 40	each.
4 dozen flat bastard files, 14 inches	7 00	per dozen.
6 dozen flat fine files, 14 inches	8 50	per dozen.
4 dozen handsaw files, 5 inches	1 45	per dozen.
6 dozen half-round files, 14 inches	8 00	per dozen.
3 dozen half-round files, 15 inches	9 60	per dozen.
3 dozen square files, 14 inches	7 00	per dozen.
2 dozen three-sided files, 12 inches	7 20	per dozen.
2 dozen rat-tail files, 12 inches	5 60	per dozen.
dozen cross-cut saw files	1 70	per dozen.
2 dozen fine-saw files	1 30	per dozen.
24 gouges, socket	1 30	each.
18 gauges, carpenters', mortise	35	each.
4 grindstones, mounted	12 00	each.
6 dozen gimlets, nail	35	per dozen
24 hammers, saddlers'	65	each.
30 hammers, riveting	52	each.
18 hammers, tinners'	80	each.
100 hammers, claw	55	each.

24 hammers, wrench	$1 05	each.
12 irons, marking	2 00	each.
12 irons, beck	2 60	each.
12 irons, flagging	1 05	each.
24 knives, drawing	1 00	each.
12 knives, hollow	1 40	each.
24 knives, rounding	1 40	each.
12 knives, pallet	52	each.
12 knives, putty	30	each.
18 kettles, pitch	4 10	each.
24 ladles, pitch	3 50	each.
12 measures, metallic, 100 feet long each	6 60	each.
6 planes, block	75	each.
20 planes, smoothing	80	each.
18 planes, rabbet	68	each.
18 planes, short jointer	1 20	each.
20 planes, jack	85	each.
20 planes, moulding	95	each.
20 planes, beading	58	each.
6 sets planes, plough, and 8 bits each	5 50	per set.
12 sets planes, match	1 60	per set.
24 pincers	28	each.
24 pliers	32	each.
24 rules, 2 feet, brass bound	1 10	each.
36 rasps, wood	55	each.
12 screw plates and taps, large	7 25	each.
60 screw-drivers	40	each.
12 segments for bells	3 20	each.
12 steelyards	5 50	each.
30 saws, hand	1 30	each.
18 saws, crosscut	2 10	each.
24 saws, wood	55	each.
12 saws, sash	90	each.
12 saws, panel	70	each.
24 saws, compass	40	each.
24 saws, tenon	1 05	each.
24 saws, dovetail	1 20	each.
20 saws, hack	1 85	each.
12 shaves, can	80	each.
24 shaves, spoke	52	each.
12 shaves, bucket	80	each.
18 saw-sets	28	each.
20 stones, oil	32	each.
50 screws, wood, clamp	52	each.
50 screws, bench	35	each.
18 screws, jack, equal to Ballard's	19 00	each.
24 squares, trying	40	each.
12 squares, iron	38	each.
12 shears, hand	2 50	each.
10 shears, tinners'	6 00	each.
18 stakes, iron	3 80	each.
24 vices, large bench, each 45 pounds, 1,620 pounds	19	per pound.
24 vices, small bench	3 00	each.
24 vices, hand	80	each.
20 wrenches, shifting	2 20	each.

To be delivered as required.

W. E. SPALDING, Washington, Date of contract, July 28, 1865.

Class No. 36, white lead.

10,000 pounds pure white lead in oil, in 25 and 50 pound kegs	$0 11¾	per pound

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 37, zinc paints.

20,000 pounds white zinc, in oil, equal to Lewis's pure	$0 09	per pound.
500 pounds white zinc, dry, equal to Lewis's pure	05	per pound.

To be delivered as required.

JAMES W. ROBBINS, Philadelphia. Date of contract, July 28, 1865.

Class No. 38, colored paints, dryers, &c.

50 gallons spirits of alcohol	$4 20	per gallon
6,000 pounds black paint, in oil	07½	per pound.
1,000 pounds chrome green, in oil	17½	per pound.
25 pounds chrome yellow, dry, pure	25	per pound.
1,000 pounds chrome yellow, in oil	22	per pound.
15 pounds Chinese vermilion, dry	1 75	per pound.
50 pounds drop black, dry	25	per pound.
450 gallons dryers, Japan, best	1 60	per gallon.
500 pounds gum shellac	70	per pound.
100 pounds Indian red, dry	22	per pound.
1,400 pounds lampblack, dry	11	per pound.
2,000 pounds litharge, dry, pure	12½	per pound.
2,000 pounds yellow ochre, dry	01½	per pound.
9,000 pounds red lead, dry, pure	12¾	per pound.
15 pounds rose pink, dry	28	per pound.
15 pounds terra de sienna, dry, burnt	25	per pound.
15 pounds terra de sienna, dry, raw	25	per pound.
25 pounds ultramarine, blue, dry	60	per pound.
15 pounds umber, raw, Turkey, dry	25	per pound.
15 pounds umber, burnt, Turkey, dry	25	per pound.
1,500 pounds Venetian red, dry	03	per pound.
100 pounds vermilion, American, dry	33	per pound.
9,000 pounds whiting, dry	02½	per pound.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 28, 1865

Class No. 39, varnish.

12 gallons copal varnish	$2 80	per gallon.
100 gallons demar varnish	3 40	per gallon.
150 gallons inside varnish	3 00	per gallon.
20 gallons outside varnish	3 20	per gallon.

To be delivered as required.

W. E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 41, glass.

250 feet glass, double thick, first quality, 20 by 24 inches	$29 00	per 100 feet.
150 feet glass, double thick, first quality, 24 by 30 inches	33 00	per 100 feet.
200 feet glass, double thick, first quality, 11 by 20 inches	23 00	per 100 feet
250 feet glass, double thick, first quality, 12 by 18 inches	19 00	per 100 feet.
500 feet glass, single thick, first quality, 12 by 16 inches	12 50	per 100 feet.
450 feet glass, single thick, first quality, 10 by 16 inches	12 50	per 100 feet.
400 feet glass, single thick, first quality, 10 by 12 inches	11 00	per 100 feet.
250 feet glass, single thick, first quality, 12 by 14 inches	12 50	per 100 feet.
500 feet glass, single thick, first quality, 8 by 10 inches	10 00	per 100 feet.
20 magazine lenses, 12 inches diameter, 1½ inch thick in centre	4 00	each.
20 straight deck lights, 3 by 10 inches	95	each.

To be delivered as required.

FRANK MILLER, Washington. Date of contract, July 28, 1865.

Class No. 42, brushes.

15 dozen whitewash brushes, No. 9, tied and pitched, best	$6 50	per dozen.
10 dozen hand scrub brushes, best	3 50	per dozen.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 45, tallow, soap, and sweet oil.

18 gallons sweet oil	$2 00	per gallon.
200 pounds Castile soap, best	18	per pound.
150 pounds brown soap, best	14	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 47, ship-chandlery.

3 carboys acid, muriatic, 291 pounds	$0 10	per pound.
15 carboys acid, sulphuric, 1,560 pounds	07	per pound.
4 dozen baskets, hickory, bushel	10 00	per dozen.
15 dozen brooms, corn, best	6 00	per dozen.
10 dozen brooms, hickory, best	3 00	per dozen.
200 barrels charcoal	2 00	per barrel.
100 yards fearnought	1 80	per yard.
200 pounds glue, white	30	per pound.
50 sides pump leather, 36 pounds each, 1,800 pounds	30	per pound.
4 pounds marcus crocus	20	per pound.
1 barrel sal ammoniac (600 pounds)	10	per pound.
20 reams sand-paper, assorted	3 50	per ream.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 48, oakum.

60,000 pounds oakum	$0 09$\frac{99}{100}$	per pound.

To be delivered as required.

JOHN R. ELVANS & CO., Washington. Date of contract, July 28, 1865.

Class No. 50, ingot copper.

5,000 pounds ingot copper	$0 25	per pound.

To be delivered as required.

Schedule of materials required at the United States navy yard, Washington, D. C., in 1865–'66.

EATON & GAGE, New York. Date of contract, July 28, 1865.

Class No. 1, white oak logs.

10,000 cubic feet white oak plank stock logs	$0 53	per cubic foot.

To be delivered as required.

GEORGE T. WALLACE, Norfolk, Va. Date of contract, October 10, 1865.

Class No. 6, yellow pine logs.

5,000 cubic feet yellow pine plank stock logs	$0 50	per cubic foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 11, white pine logs, plank, and boards.

5,000 cubic feet white pine logs, No. 2	$0 35	per cubic foot.
3,000 feet, board measure, white pine plank, No. 1, 4 inches thick	50 00	per M feet.
3,000 feet, board measure, white pine plank, No. 1, 3 inches thick	50 00	per M feet.
4,000 feet, board measure, white pine plank, No. 1, 2½ inches thick	50 00	per M feet.
6,000 feet, board measure, white pine plank, No. 1, 2 inches thick	50 00	per M feet.
12,000 feet, board measure, white pine plank, No. 1, 1½ inch thick	50 00	per M feet.
25,000 feet, board measure, white pine boards, No. 1, 1 inch thick and 12 inches wide	50 00	per M feet.
12,500 feet, board measure, white pine boards, No. 1, ⅝ inch thick and 10 inches wide	50 00	per M feet.
50,000 feet, board measure, white pine plank, No. 2, from 1 to 3 inches, inclusive, and 16 feet long	50 00	per M feet.
2,000 feet, board measure, white pine timber, 8 by 8 inches	40 00	per M feet.
2,500 feet, board measure, white pine timber, 6 by 6 inches	40 00	per M feet.
2,500 feet, board measure, white pine timber, 5 by 5 inches	40 00	per M feet.
8,000 feet, board measure, white pine scantling, 4 by 4 inches	40 00	per M feet.
8,000 feet, board measure, white pine scantling, 3 by 4 inches	40 00	per M feet.
4,000 feet, board measure, white pine joist, 3 by 12 inches, and 30 feet long	40 00	per M feet.

To be delivered as required.

T. EDWARD CLARK, Washington. Date of contract, August 4, 1865.

Class No. 13, ash logs and plank.

20,000 feet, board measure, clear white ash plank, 1 to 4 inches	$55 00	per M feet.

To be delivered as required.

FRED. A. SOUTHMAYD, New York. Date of contract, July 28, 1865.

Class No. 14, ash oars.

15,000 feet white ash oars, 12, 14, and 18 feet long	$0 10¾	per foot.

To be delivered as required.

T. EDWARD CLARK, Washington. Date of contract, August 4, 1865.

Class No. 15, hickory buts and bars.

24 white heart hickory bars, 12 to 16 feet long	$6 00	each.
100 white heart hickory bars, 6 feet long, for handspikes, &c	1 10	each.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 16, black walnut and cherry.

4,000 feet, board measure, cherry plank, 1 to 2½ inches	$70 00	per M feet.

To be delivered as required.

T. EDWARD CLARK, Washington. Date of contract, August 4, 1865.

Class No. 17, cedar and cypress boards.

5,000 feet, board measure, clear cypress boards, ⅝ inch thick	$95 00	per M feet.

To be delivered as required.

T. EDWARD CLARK, Washington. Date of contract, July 28, 1865.

Class No. 18, locust timber.

150 cubic feet yellow locust buts	$0 75	per cubic feet.

To be delivered as required.

T. EDWARD CLARK, Washington. Date of contract, July 28, 1865.

Class No. 19, white oak staves and headings.

2,500 pieces white oak beef-barrel staves, 38 inches long	$0 10	each.
500 pieces white oak beef-barrel headings, 20 inches long	10	each.

To be delivered as required.

T. EDWARD CLARK, Washington. Date of contract, July 28, 1865.

Class No. 20, black spruce.

35 spruce pine spars, not less than 55 feet long, and 12 inches in diameter one-third from the but	$12 00	each.
35 spruce pine spars, not less than 30 feet long, and 6 inches in diameter one-third from the but	3 00	each.
100 spruce pine poles, not less than 25 feet long, and 5 inches in diameter at the but	50	each.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, August 4, 1865

Class No. 25, iron, round, flat, and square.

68,000 pounds round iron, from ¼ to 4 inches	$0 04.20	per pound.
10,000 pounds flat iron, from ½ to 1½ inch thick, and from 1 to 4 inches wide	04.20	per pound.
600 pounds flat iron, ¾ inch thick and 4¾ inches wide	04.20	per pound.
15,000 pounds square iron, ¾ to 2¾ inches	04.20	per pound.
75,000 pounds plate iron, assorted lengths, &c., as ordered, for sheathing hulls	05.20	per pound.
3,500 pounds hoop-iron, ⅛ inch thick, and from ¾ to 1½ inch wide	05¾	per pound.
100 pounds of 10-pound coopers' rivets, ¼ inch diameter	10	per pound.

To be delivered as required.

J. R. ELVANS & CO., Washington. Date of contract, July 28, 1865.

Class No. 26, steel.

900 pounds cast-steel, ½ to 2 inches, square	$0 18	per pound.
50 pounds cast-steel, ½ to 2 inches, round	18	per pound.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 27, iron spikes.

10,000 pounds pressed wrought-iron spikes, 4, 5, 6, and 7 inches long, as ordered	$0 05 40/100	per pound.

To be delivered as required.

J. M. WARDWELL, New York. Date of contract, August 4, 1865.

Class No. 28, iron nails, wrought and cut.

4,000 pounds American clinch nails, 6*d.*, 8*d.*, 10*d.*, and 12*d.*, annealed, as ordered	$0 06	per pound.

To be delivered as required.

A. HARNICKELL, New York. Date of contract, July 28, 1865

Class No. 30, lead.

200,000 pounds pig-lead, best quality	$0 07⅞	per pound.
1,000 pounds drawn lead pipe, from ¾ to 3 inches diameter	13	per pound.

To be delivered as required.

SAMUEL F. SAVAGE, Washington. Date of contract, July 28, 1865.

Class No. 31, zinc, tin, and solder.

10,000 pounds slab zinc	$0 08½	per pound.
500 pounds sheet zinc	14	per pound.
6,000 pounds Streights tin	38	per pound.
100 pounds long-grained braziers' solder	30	per pound.

To be delivered as required.

FOSTER & TOWER, New York. Date of contract, July 28, 1865.

Class No. 33, hardware.

100 dozen Bath or Bristol brick	$1 00	per dozen.
2 dozen bolts, brass, flush, 3½ inches long and ½ inch wide	1 50	per dozen.
2 dozen bolts, brass, flush, 4 inches long and ½ inch wide	2 00	per dozen.
300 pounds brass, in sheets, 24 inches wide, Nos. 6 to 24 wire gauge	44	per pound.
200 pairs hinges, brass, fast joints, 1 by 1 inch	08	per pair.
250 pairs hinges, brass, fast joints, 1½ by 1½ inch	12	per pair.
300 pairs hinges, brass, fast joints, 1½ by 2 inches	21	per pair.
300 pairs hinges, brass, fast joints, 2 by 2 inches	24	per pair.
500 pairs hinges, brass, fast joints, 1⅝ by 2½ inches	23	per pair.
200 pairs hinges, brass, fast joints, 2½ by 2½ inches	40	per pair.
300 pairs hinges, brass, fast joints, 2 by 3 inches	45	per pair.
200 pairs hinges, brass, fast joints, 2½ by 3 inches	50	per pair.
300 pairs hinges, brass, fast joints, 3 by 3 inches	62	per pair.
350 hooks, brass, double cloth	25	each.
200 hooks, brass, single cloth	12	each.
900 hooks, brass, clip	06	each.
150 hooks, brass, lamp	04	each.
300 keys, brass, blank	05	each.
200 knobs, porcelain, drawer, screws and nuts, 1½ inch	07	each.
150 knobs, porcelain, drawer, screws and nuts, 1¼ inch	06	each.
60 latches, brass, rim, with changeable bolts to suit in or outside of doors, 3¾ by 2½ inches, same as No. 551 Russell & Erwin Manufacturing Company, with white porcelain knobs, and brass keys and bolts, furniture plated, complete	87	each.

20 locks, brass, mortise, 3⅜ by 3⅝ inches, ⅝ inch thick, with white porcelain knobs, and brass key and bolts, furniture plated, complete	$1 60	each.
25 locks, brass, mortise, 3 by 4 inches, ½ inch thick, with white porcelain knobs, and brass keys and bolts, furniture plated, complete	1 46	each.
100 locks, brass, cupboard, 2⅜ by 4 inches, best quality	40	each.
200 locks, brass, cupboard, 1¾ by 3½ inches, best quality	27	each.
250 locks, brass, cupboard, 1½ by 3 inches, best quality	25	each.
200 locks, brass, drawer, 2 by 2¾ inches, best quality	54	each.
200 locks, brass, chest, 2 by 2½ inches, best quality	30	each.
100 locks, brass, pad, 2½ inches, best quality	1 05	each.
[All cupboard-lock bolts to shoot right and left. All the locks to be spring and tumbler, with brass works, keys of brass, to differ, except the drawer locks, which may have three kinds of keys to the dozen, and padlocks, one kind of key to the dozen, with two (2) keys to each and every lock of all kinds.]		
48 ladles, iron, 9 inches diameter, 4½ inches deep and ¼ inch thick	75	each.
20 reams sandpaper, Nos. ½ to 2½, as ordered	4 50	per ream.
100 feet tubing brass, 1¼ outside, 1 1/16 inside	85	per foot.
100 feet tubing brass, 1½ outside, 1¼ inside	82	per foot.
500 pounds wire, brass, Nos. 22 to ½ inch, as ordered	41	per pound.
100 pounds wire, copper, Nos. 12 to 20 inch, as ordered	50	per pound.
12 sets water-closet fittings, basins, valves, and stop-cocks, complete, best quality and most approved style	7 50	per set.
6 wash-basins, 14 inches diameter, porcelain, with cocks and fittings complete	2 75	each.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 28, 1865

Class No. 34, tools for stores.

12 mauls, pin, carpenters', best quality	$1 25	each.
12 planes, jack, double iron, best quality	1 00	each.
12 planes, fore, double iron, best quality	1 25	each.
12 planes, smooth, double iron, best quality	1 00	each.

To be delivered as required.

WILLIAM E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 36, white lead.

20,000 pounds pure white lead, in oil, 50 and 100 pound packages	$0 11¾	per pound.

To be delivered as required.

JOHN LEARY & Co., Baltimore, Md. Date of contract, July 28, 1865.

Class No. 37, zinc paints.

10,000 pounds pure white zinc, in oil	$0 07	per pound.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865.

Class No. 38, colored paints, dryers, &c.

1,000 pounds lampblack, dry, pure, in 1 pound papers	$0 08	per pound.
50 pounds drossblack, dry, pure, in ½ pound papers	10	per pound.
300 pounds chrome green, dry	15	per pound.
150 pounds chrome yellow, dry	18	per pound.
4,100 pounds Spanish whiting, dry	03	per pound.
12 packages copper bronze, gold colored, finest quality	75	per package.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 39, varnish.

30 gallons copal varnish, best quality	$2 80	per gallon.
20 gallons demar varnish, best quality	3 40	per gallon.
60 gallons Japan varnish, best quality	2 40	per gallon.
60 gallons bright varnish, best quality	85	per gallon.

To be delivered as required.

JOHN LEARY & CO., Baltimore, Md. Date of contract, July 28, 1865.

Class No. 40, linseed oil.

700 gallons boiled linseed oil	$1 26	per gallon.
500 gallons raw linseed oil	1 18	per gallon.

To be delivered as required.

FRANK MILLER, Washington. Date of contract, July 28, 1865.

Class No. 41, glass.

60 lights of double-thick Baltimore glass, 26 by 32 inches, first quality	$2 23	per light.
200 lights of double-thick Baltimore glass, 16 by 22 inches, first quality	60	per light.
200 lights of double-thick Baltimore glass, 14 by 22 inches, first quality	53	per light.
200 lights of double-thick Baltimore glass, 14 by 18 inches, first quality	42	per light.
200 lights of double-thick Baltimore glass, 14 by 16 inches, first quality	37½	per light.
300 lights of double-thick Baltimore glass, 12 by 18 inches, first quality	35	per light.
400 lights of double-thick Baltimore glass, 12 by 14 inches, first quality	27	per light.
500 lights of double-thick Baltimore glass, 9 by 12 inches, first quality	13	per light.
25 lights of double-thick Baltimore glass, circular deck, 12 inches, and 1¾ inch thick	1 75	per light.
50 air-port glasses, 7½ inches diameter, 1½ inch thick, first quality	1 50	each.
100 air-port glasses, 6¼ inches diameter, ⅞ inch thick, first quality	1 38	each.
12 glaziers' diamonds, first quality	5 00	each.

To be delivered as required.

SAM'L F. SAVAGE, Washington. Date of contract, August 4, 1865.

Class No. 47, ship-chandlery.

200 pounds chalk, white	$0 04	per pound.
3 barrels flour, condemned	3 75	per barrel.
2,000 sheets felt, tarred, 3 feet 4 inches by 2 feet 8 inches, for sheathing bottoms, as per sample	17	per sheet.
300 pounds glue, Irish, best quality	24	per pound.
400 pounds guano, Peruvian, best quality	04	per pound.
500 pounds hay, timothy, best quality	02	per pound.
25 pounds yarn lampwick, best quality	60	per pound.

To be delivered as required.

W. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 49, tank iron.

10,000 pounds plate iron, ¼ inch thick, from 21 to 60 inches wide, and from 40 to 90 inches long, as ordered	$0 05 20/100	per pound.

To be delivered as required.

C. LEVERING, Pres't, Baltimore, Md. Date of contract, July 28, 1865.

Class No. 50 A, ingot copper.

150,000 pounds ingot copper, (one-half lake,) best quality	$0 28½	per pound

To be delivered as required.

C. LEVERING, Pres't, Baltimore, Md. Date of contract, July 28, 1865.

Class No. 50 B, ingot copper.

150,000 pounds ingot copper, (one-half lake,) best quality	$0 28½	per pound.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 52, poles.

500	green hickory hoop poles, 8 feet long	$0 50	each.
30	green hickory saplings, 10 feet long and 4 inches at top end	50	each.
200	green hickory or ash poles, about 20 feet long and 4 inches at the buts	1 00	each.

To be delivered as required.

WM. E. SPALDING, Washington. Date of contract, August 4, 1865.

Class No. 55, bellows.

12	smith's bellows, 32 inches wide, 44 inches long exclusive of pipe, which is to be 10 inches long, as per sample	$15 00	each.

To be delivered as required.

Schedule of materials required at the United States navy yard, Norfolk, Va., in 1865–'66.

HENRY G. BEACH Syracuse, N. Y. Date of contract, August 4, 1865.

Class No. 1, white oak logs.

20,000	cubic feet white oak plank stock logs	$0 50	per cubic foot.

To be delivered as required.

WM. WHITE, Portsmouth, Va. Date of contract, July 28, 1865.

Class No. 3, white oak curved timber.

3,000	cubic feet white oak curved timber	$0 60	per cubic foot.

To be delivered as required.

F. S. BLETZ, Columbia, Pa. Date of contract, July 28, 1865.

Class No. 4, white oak plank.

10,000	board feet best 3-inch plank	$60 00	per M feet.
10,000	board feet best 3½-inch plank	60 00	per M feet.
10,000	board feet best 4-inch plank	60 00	per M feet.
5,000	board feet best 4½-inch plank	60 00	per M feet.
5,000	board feet best 5-inch plank	60 00	per M feet.
2,500	board feet best 5½-inch plank	60 00	per M feet.
3,000	board feet best 6-inch plank	55 00	per M feet.

To be delivered as required.

F. S. BLETZ, Columbia, Pa. Date of contract, July 28, 1865.

Class No. 5, white oak boards.

10,000	feet, board measure, 1-inch best white oak boards, 20 to 30 feet long	$60 00	per M feet.
4,500	feet, board measure, 1½-inch best white oak plank, 35 feet long	60 00	per M feet.
5,000	feet, board measure, 2-inch best white oak plank, 35 feet long	60 00	per M feet.
5,000	feet, board measure, 2½-inch best white oak plank, 30 to 40 feet long	58 00	per M feet.

To be delivered as required.

WM. WHITE, Portsmouth, Va. Date of contract, July 28, 1865.

Class No. 6, yellow pine logs.

20,000	cubic feet yellow pine logs	$0 37½	per cubic foot.

To be delivered as required.

WM. WHITE, Portsmouth, Va. Date of contract, July 28, 1865.

Class No. 7, yellow pine beams.

10 pieces 35 to 40 feet long, sided 16 inches, moulded 15 inches; 10 pieces 40 to 45 feet long, sided 16 inches, moulded 15 inches; 5 pieces 45 to 52 feet long, sided 16 inches, moulded 15 inches; Estimated to contain 1,750 cubic feet	$0 50	per cubic foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 11, white pine logs, plank, and boards.

200 cubic feet white pine logs, No. 1	$0 50	per cubic foot.
75,000 feet, board measure, white pine boards, No. 1, 1-inch	50 00	per M feet.
75,000 feet, board measure, white pine boards, No. 2, 1-inch	40 00	per M feet.
40,000 feet, board measure, white pine plank, No. 1, 1½ to 2-inch	50 00	per M feet.
40,000 feet, board measure, white pine plank, No. 1, 2⅛ to 3-inch	50 00	per M feet.
5,000 feet, board measure, white pine plank, No. 1, 3⅛ to 4-inch	50 00	per M feet.
40,000 feet, board measure, white pine plank, No. 2, 1½ to 2-inch	40 00	per M feet.
10,000 feet, board measure, white pine plank, No. 2, 2½ to 3½-inch	40 00	per M feet.
25,000 feet, board measure, white pine box boards	35 00	per M feet.
50,000 feet, board measure, white pine stage plank, 3 inches thick, 35 to 45 feet	35 00	per M feet.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 13, ash plank.

25,000 feet, board measure, clear white ash plank, 1 to 2 inches, inclusive	$48 00	per M feet.
10,000 feet, board measure, clear white ash plank, 2⅛ to 4 inches, inclusive	48 00	per M feet.

To be delivered as required.

SAM'L PATTERSON, Norfolk, Va. Date of contract, July 28, 1865.

Class No. 14, ash oars.

15,000 feet, lineal, white-ash oars, finished, from 10 to 18 feet long	$0 10½	per foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, August 4, 1865.

Class No. 15, hickory buts and bars.

10 white heart hickory buts, 12 to 14 feet long	$10 00	each.
100 white heart hickory bars, 8 feet long	3 00	each.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 16, black walnut and cherry.

2,000 feet, board measure, black walnut, ⅝ to ½ inch thick	$70 00	per M feet.
5,000 feet, board measure, black walnut, 1 to 3 inches thick	70 00	per M feet.
500 feet, board measure, cherry boards, 1-inch	70 00	per M feet.

To be delivered as required.

RICHARD DUNBAR, Brooklyn, N. Y. Date of contract, July 28, 1865.

Class No. 17, cedar and cypress boards.

20,000 feet, board measure, clear cedar boards and plank, from ⅞ to 1¼ inch	$80 00	per M feet.

To be delivered as required.

F. S. BLETZ, Columbia, Pa. Date of contract, July 28, 1865.

Class No. 18, locust timber.

200 cubic feet best yellow locust	$1 25	per cubic foot.

To be delivered as required.

WATSON & PITTINGER, Brooklyn, N. Y. Date of contract, August 4, 1865.

Class No. 19, white oak staves and headings.

1,500 pieces extra heavy white oak staves, 54 inches	$0 20	each.
1,000 pieces white oak staves, in length 54 inches	15	each.
1,000 pieces white oak staves, in length 42 inches	15	each.
1,500 pieces white oak headings, in length 32 inches	20	each.
1,500 pieces white oak barrel staves, in length 32 inches	12	each.
1,500 pieces prime white ash barrel staves, 32 inches in length	10	each.
2,000 tight barrel hoop-poles, hickory	15	each.
300 ash barrel headings	15	each.

To be delivered as required.

SAMUEL PATTERSON, Norfolk, Va. Date of contract, July 28, 1865.

Class No. 20, black spruce.

30 pieces black spruce spars, 40 to 45 feet long	$12 00	each.
20 pieces black spruce spars, 45 to 50 feet long	15 00	each.
10 pieces black spruce spars, 50 to 55 feet long	17 00	each.
3,000 inches black spruce spars, 5 to 10 inches diameter	35	per inch.
150 spruce poles, 2½ inches diameter, 20 feet long	40	each.
100 spruce poles, 4½ inches diameter, 25 feet long	65	each.
500 spruce shores, 7 to 9 inches diameter, 25 to 30 feet long	2 95	each.

To be delivered as required.

SAMUEL PATTERSON, Norfolk, Va. Date of contract, July 28, 1865.

Class No. 21, locust tree-nails.

2,000 best Long Island locust tree-nails, 1½ inch square, 20 to 24 inches long	$50 00	per M.

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28, 1865

Class No. 23, lignumvitæ.

2 tons lignumvitæ, 9 inches	$75 00	per ton.
2 tons lignumvitæ, 10 inches	75 00	per ton.

To be delivered as required.

DICKINSON & ELVANS, Norfolk, Va. Date of contract August 14, 1865.

Class No. 25, iron—round, flat, and square.

100,000 pounds round iron, from $\frac{3}{16}$ to 2½ inches	$0 04	per pound.
3,000 pounds round iron, from 2⅝ to 3 inches	04	per pound.
40,000 pounds round iron, from 3¼ to 6 inches	04	per pound.
12,000 pounds square iron, from ⅜ to 2½ inches	03¾	per pound.
10,000 pounds square iron, from 2¼ to 5½ inches	04	per pound.
50,000 pounds flat iron, from ⅜ to 1 inch thick, 1 to 9 inches wide	04	per pound.
25,000 pounds flat iron, from 1⅛ to 2 inches thick, 3½ to 9 inches wide	04¼	per pound
25,000 pounds hoop iron, $\frac{1}{16}$ to ⅜ inch thick, ½ to 2¼ inches wide	10	per pound.
500 pounds thimble iron, $\frac{3}{16}$ to $\frac{5}{16}$ inch thick, ½ to 2¼ inches wide	05	per pound.
500 pounds iron nail rods	10	per pound.
500 pounds wrought-iron clinch rings, ¼ to 1½ inch	20	per pound.
1,000 pounds wrought-iron square nuts, assorted	20	per pound.
1,000 pounds wrought-iron six-sided nuts, assorted	20	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 26, steel.

1,000 pounds extra cast-steel, ¼ to 2½ inches square	$0 $18\frac{45}{100}$	per pound.
1,000 pounds extra cast-steel, 2⅝ to 4 inches square	$18\frac{45}{100}$	per pound.
1,000 pounds octagon steel, extra, ½ to 2½ inches	$18\frac{45}{100}$	per pound.
500 pounds German steel, assorted sizes	11	per pound.
500 pounds blister steel, assorted sizes	12½	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 28 1865.

Class No. 27, iron spikes.

2,000 pounds hand-made wrought iron spikes, 3 inches long	$0 05.45	per pound.
5,000 pounds hand-made wrought-iron spikes, 4 inches long	05.45	per pound.
5,000 pounds hand-made wrought-iron spikes, 5 inches long	05.45	per pound.
10,000 pounds hand-made wrought-iron spikes, 6 inches long	05.45	per pound.
5,000 pounds hand-made wrought-iron spikes, 7 inches long	05.45	per pound.
5,000 pounds hand-made wrought-iron spikes, 8 inches long	05.45	per pound.
4,000 pounds hand-made wrought-iron spikes, 9 inches long	05.45	per pound.

To be delivered as required.

SAMUEL PATTERSON, Norfolk, Va. Date of contract, July 28, 1865.

Class No. 28, iron nails, wrought and cut.

4,000 pounds wrought-iron nails, 4*d.* to 20*d.*	$0 13	per pound.
1,000 pounds wrought-iron nails, 2 to 5 inches	09	per pound.
1,000 pounds wrought-iron clout nails, ½ to 1¼ inch	15	per pound.
3,000 pounds wrought-iron boat nails, 4*d.* to 40*d.*	09½	per pound.
30,000 pounds cut-iron nails, 4*d.* to 40*d.*	05⅞	per pound.
2,000 pounds cut-iron finishing nails, ⅜ to 2 inches long	15½	per pound.
2,000 pounds iron brad-head nails, 4*d.* to 12*d.*	05⅞	per pound.
200 pounds iron cut brads, ½ to 1⅜ inch long	15	per pound.

To be delivered as required.

A. HARNICKELL, New York. Date of contract, July 28, 1865.

Class No. 30, lead.

10,000 pounds drawn lead-pipe, medium, 1½ to 3½ inches diameter.	$0 13¼	per pound.

To be delivered as required.

WM. E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 31, zinc, tin, and solder.

50 boxes tin plate, I C, 14 by 20	$13 00	per box.
2,000 pounds Streights tin	37	per pound.
120 pounds spelter solder	38	per pound.

To be delivered as required.

WM. A. WHEELER, New York. Date of contract, July 23, 1865.

Class No. 33, hardware.

200 pounds burrs, copper, assorted	$0 63	per pound.
30 dozen buttons, plate, brass, 1½ and 2-inch	70	per dozen.
12 dozen bolts, flush, brass, 4-inch	2 20	per dozen.
12 dozen bolts, neck, brass, 5-inch	5 60	per dozen.
12 dozen bulkhead bolts, brass, 4-inch	7 50	per dozen.
10 dozen barrel bolts, brass, 4-inch	5 85	per dozen.
4 dozen barrel bolts, brass, 6-inch	9 00	per dozen.
500 pounds brass, sheet, assorted	44	per pound.
66 yards iron jack chain, No. 22	04	per yard.
10 sets fixed wheel casters, 1⅝	53	per set.
5 sets socket casters	78	per set.
7 dozen escutcheons, mineral poppy drops	1 35	per dozen.
3 dozen escutcheons, silver plate drops	3 05	per dozen.
14 dozen escutcheons, thread	10	per dozen.
10 pounds escutcheon pins, brass, assorted	95	per pound.
20 dozen escutcheons, flat	1 05	per dozen.
100 pairs brass butt hinges, 4-inch, shifting pins	1 95	per pair.
120 pairs brass butt hinges, 4-inch, stationary pins	90	per pair.
300 pairs brass butt hinges, 3½ inch, stationary pins	65	per pair.
500 pairs brass butt hinges, 3-inch, stationary pins	45	per pair.
500 pairs brass butt hinges, 2½-inch, stationary pins	28	per pair.
500 pairs brass butt hinges, 2-inch, stationary pins	18	per pair.
30 pairs secretary hinges and fastenings, complete, brass, 5 by 5.	50	per pair.
10 dozen pairs table fastenings, 1¼-inch	3 65	per dozen pairs.
20 dozen pairs table hinges, brass, 2 by 3 inches	5 00	per dozen pairs.

50 pairs iron butt hinges, 3½ by 3½ inches	$0 17	per pair.
120 pairs backflap hinges, brass, 2 by 2 inches	32	per pair.
30 dozen cabin door hooks, brass, 4 inches	1 75	per dozen.
2 gross brass side hooks and eyes, 2½ inches	5 50	per gross.
6 gross cap hooks, 1½ inch	5 00	per gross.
18 dozen lamp hooks, brass, screw	90	per dozen.
15 dozen pairs iron draw flush handles	1 50	per dozen pairs.
15 gross black walnut knobs, assorted	1 60	per gross.
10 dozen white mineral knobs and spindles, 1¼ to 2½ inches	6 80	per dozen.
20 dozen blank mortise lock keys	1 05	per dozen.
50 dozen blank till lock keys	42	per dozen.
20 dozen blank padlock keys	32	per dozen.
20 dozen blank rim-lock keys	1 05	per dozen.
15 dozen iron padlocks, 2⅜ inches	3 40	per dozen.
6 dozen brass dead-locks, 5¾ inches	21 00	per dozen.
50 dozen all brass drawer locks, 3 inches	5 50	per dozen.
2 dozen brass desk locks, 3 inches	4 50	per dozen.
50 dozen brass cupboard locks, 1½ to 4 inches, right and left	4 50	per dozen.
15 dozen brass chest locks, 4 inches	10 00	per dozen.
15 dozen brass rim locks, 5 inches	17 00	per dozen.
14 dozen 4-inch mortise locks, white porcelain furniture, complete	27 00	per dozen.
100 pounds coppersmiths' copper rivets, assorted	60	per pound.
300 pounds iron rivets, assorted	13	per pound.
10 dozen flush rings, brass	1 30	per dozen.
12 dozen secretary catches	1 10	per dozen.
400 gross brass screws, gimlet-point, 4 to 16	2 50	per gross.
400 gross brass screws, gimlet-point, 16 to 24	8 20	per gross.
600 gross iron screws, gimlet-point, 4 to 16	1 00	per gross.
300 gross iron screws, gimlet-point, 16 to 24	1 60	per gross.
2 dozen sash springs, spiral	52	per dozen
2 dozen sash springs, flat	52	per dozen.
500 M iron cut tacks, full weight, ⅜ to ⅞	09	per M.
300 pounds copper tacks, ⅜ to ⅞	60	per pound.
200 pounds brass wire	45	per pound.
100 pounds copper wire	59	per pound.
40 water-closet fixtures, water-valves, stop-cocks, china basin, complete	14 00	each.
10 extra fixtures for water-closets	12 00	each.
36 water-closet cocks, with handles	3 00	each.
16 washers and plugs	50	each.
5 dozen wash-basin plugs	12 00	per dozen.

To be delivered as required.

WM. E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 34, tools for stores.

50 adzes, carpenters', handled	$3 00	each.
12 adzes, hollow, handled	3 25	each.
20 adzes, coopers', handled	2 00	each.
25 axes, coopers', handled.	2 50	each.
25 axes, broad, handled	3 25	each.
50 axes, wood, handled	1 75	each.
15 dozen brad awls, handles	1 00	per dozen.
20 wrought anvils, at 140 lbs. each, say 2,800 pounds	10	per pound.
30 bung-borers	50	each.
30 braces and bits, coopers', complete, 20 bits per set	6 00	per set.
30 braces and bits, wood, complete, 48 bits per set	5 00	per set.
25 tap-borers	1 50	each.
30 bevels, steel-tongued	60	each.
20 crows, coopers'	1 25	each.
10 dozen compasses, carpenters', 6-inch to 7-inch	3 00	per dozen.
6 dozen compasses, armorers'	6 00	per dozen.
15 dozen chisels, firmer, ⅛ to 2 inches, assorted, handled	5 00	per dozen.
15 dozen chisels, socket, handled, ⅜ to 3 inches	6 00	per dozen.
15 calipers, 10 to 24 inches	1 50	each.
10 sets alphabetical letters and figures, ¼ to ⅝ inch, steel	10 00	per set.
20 diamonds, glaziers'	10 00	each.
30 dozen taper files, 3 to 4 inches	1 25	per dozen.
20 dozen taper files. 5 to 6 inches	1 75	per dozen.

15 dozen half-round bastard files, 10 to 18 inches	$7 00	per dozen.
15 dozen half-round smooth files, 6 to 18 inches	8 00	per dozen.
15 dozen square files, 3-square, 6 to 10 inches	4 00	per dozen.
10 dozen square files, 4-square, 8 to 14 inches	5 00	per dozen.
15 dozen flat bastard files, 8 to 16 inches	7 00	per dozen.
6 dozen whipsaw files, $\frac{5}{16}$-inch wide	1 75	per dozen.
12 dozen rat-tail files, assorted	3 50	per dozen.
12 frows, coopers'	2 00	each.
15 dozen flat smooth files, 6 to 18 inches	7 00	per dozen.
20 dozen nail gimlets	40	per dozen.
20 dozen spike gimlets	80	per dozen.
25 dozen firmer gouges, handled, assorted, $\frac{1}{4}$ to 2 inches	6 00	per dozen.
15 dozen socket gouges, handled, assorted, $\frac{3}{4}$ to 3 inches	12 00	per dozen.
15 Ohio grindstones, 120 pounds each, mounted	07½	per pound.
25 hammers, tinners', handled	90	each.
20 hammers, saddlers', handled	70	each.
100 hammers, sledge, handled	1 75	each.
29 hammers, rivet, handled	60	each.
72 hatchets, cast-steel, handled	80	each.
20 coopers' marking irons	1 00	each.
12 hollow drawing knives, coopers'	80	each.
12 rounding drawing knives, coopers'	80	each.
50 drawing knives	75	each.
50 putty knives	25	each.
30 pallet knives	50	each.
50 pitch kettles, 16 to 20 inches diameter at top	1 00	each.
30 glue kettles	1 00	each.
50 iron pitch ladles	50	each.
20 moulding planes	70	each.
5 turning lathes and tools, complete, for wood and iron	60	each.
20 ploughs, (8 bits)	4 00	each.
20 grooving planes, width of iron $\frac{1}{4}$ to 1 inch	75	each.
20 short jointer planes	1 00	each.
50 smoothing planes	1 00	each.
20 long jointers, coopers'	1 50	each.
15 short jointers, coopers'	2 00	each.
30 beading planes, width of iron $\frac{1}{4}$ to $\frac{3}{4}$ inch	65	each.
60 jack planes	75	each.
30 pincers, assorted	40	each.
30 pliers, cutting, assorted	50	each.
50 rules, 2-feet, double and single jointed	70	each.
75 wood rasps, assorted	40	each.
5 dozen connecting shackles, $\frac{3}{8}$ to 1 inch	1 35	per dozen.
50 woodsaws	1 00	each.
75 handsaws	1 50	each.
50 hand hacksaws, framed	1 50	each.
36 cross-cut saws	2 00	each.
24 hacksaw blades	40	each.
20 dovetail saws	1 00	each.
20 compass saws, 10 to 15 inches	40	each.
20 sash saws	1 50	each
50 keyhole saws and pads, 6 to 12 inches	50	each.
12 tenon saws	1 50	each.
25 saw-sets	60	each.
12 bench screws	75	each.
100 clamp screws	60	each.
30 jack screws, 2½ to 3 feet, equal to Ballard's	30 00	each.
75 spokeshaves	70	each.
20 bucket shaves, coopers'	70	each.
15 can shaves, coopers'	70	each.
20 in-shaves, coopers'	75	each.
50 iron squares, 2-feet	35	each.
50 trying squares	40	each.
400 ships' scrapers, steel blades, handled	60	each.
20 shears, tinners'	3 00	each.
30 shears, hand	3 50	each.
5 edging stakes	5 00	each
5 planishing stakes	5 50	each.
20 screw plates and taps, large size	8 00	each.
20 screw plates and taps, small size	2 00	each.

3 000 pounds bench vices, say 26 numbers	$0 14	per pound.
30 hand vices	60	each.
75 wrenches, equal to Baxter's, 8, 10, and 12 inch	1 40	each.
75 oil stones, say 112 pounds	20	per pound.
20 paint stones and mullers	3 00	per set.

To be delivered as required.

JOHN LEARY & CO., Baltimore, Md Date of contract, July 28, 1865.

Class No. 36, white lead.

10,000 pounds pure dry white lead	$0 10⅜	per pound.
50,000 pounds pure white lead, in oil, 25 and 50-pound kegs	10⅜	per pound.

To be delivered as required.

JOHN LEARY & CO., Baltimore, Md. Date of contract, July 28, 1865.

Class No. 37, zinc paint.

6,000 pounds brown zinc paint, in oil, 25-pound kegs	$0 07	per pound.
15,000 pounds white zinc paint, in oil, 25-pound kegs	07	per pound.
600 pounds white zinc paint, dry	06¾	per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 38, colored paints, dryers, &c.

10,000 pounds black paint, in oil	$0 07	per pound.
20,000 pounds red lead, dry	12	per pound.
5,000 pounds litharge, dry	12	per pound.
10,000 pounds whiting, dry	02½	per pound.
1,000 pounds lampblack, dry	10	per pound.
40 pounds terra de sienna, in oil	16	per pound.
50 pounds terra de sienna, raw	05	per pound.
1,000 pounds chrome green, dry	15	per pound.
500 pounds verdigris, ground in oil	35	per pound.
15 pounds Chinese vermilion, dry	1 00	per pound.
50 pounds Prussian blue, dry	90	per pound.
50 pounds Vandyke brown	08	per pound.
500 pounds Venetian red, dry	02¾	per pound.
1,000 pounds sugar of lead	40	per pound.
100 pounds burnt umber, dry	06	per pound.
2,500 pounds yellow ochre, dry	02	per pound.
300 pounds chrome yellow, dry	15	per pound.
1,000 pounds brown manganese	04	per pound.
2,000 pounds patent dryers	12	per pound.

To be delivered as required.

JOHN LEARY & CO., Baltimore, Md. Date of contract, July 28, 1865.

Class No. 39, varnish.

400 gallons bright varnish	$0 70	per gallon.
100 gallons demar	4 20	per gallon.
100 gallons coach varnish	4 40	per gallon.
200 gallons copal varnish	4 20	per gallon.
20 gallons harness varnish	3 70	per gallon.
200 gallons brown Japan varnish	3 00	per gallon.
20 gallons black varnish	2 95	per gallon.
2,000 gallons shellac varnish	3 65	per gallon.
200 gallons benzine	45	per gallon.

To be delivered as required.

WILLIAM E. SPALDING, Washington. Date of contract, July 28, 1865.

Class No. 41, glass.

600 lights, 9 by 12, double thick crown glass	$0 13	per light.
250 lights, 7 by 9, double thick crown glass	07	per light.
600 lights, 10 by 12, double thick crown glass	14	per light.

150 lights, 8 by 10, double thick crown glass	$0 09	per light.
600 lights, 10 by 14, double thick crown glass	17	per light.
400 lights, 10 by 16, double thick crown glass	23	per light.
200 lights, 12 by 12, double thick crown glass	24	per light.
150 lights, 12 by 14, double thick crown glass	24	per light.
250 lights, 12 by 16, double thick crown glass	27	per light.
300 lights, 12 by 18, double thick crown glass	32	per light.
200 lights, 14 by 18, double thick crown glass	40	per light.
50 lights, 14 by 16, double thick crown glass	36	per light.
100 lights, 14 by 20, double thick crown glass	44	per light.
150 lights, 16 by 24, double thick crown glass	61	per light.
100 lights, 24 by 30, double thick crown glass	1 68	per light.
50 clear magazine lenses, 12 inches diameter, 1½-inch thick, polished	5 00	each.
25 deck lights, 10 by 3	1 25	each.
30 air-port glasses, 7¼ inches	1 75	each.

To be delivered as required.

FOSTER & TOWER, New York. Date of contract, July 28 1865.

Class No. 42, brushes.

100 dusting brushes	$0 60	each.
600 paint brushes, 00 to 000000	75	each.
100 varnish brushes	50	each.
100 sash brushes	12½	each.
100 camels' hair brushes	10	each.

To be delivered as required.

SOUTHARD, HERBERT & CO., Boston. Date of contract, July 28, 1865.

Class No. 44, fish oil.

1,000 gallons fish oil	$1 14 3/10	per gallon

To be delivered as required.

LOCKWOOD & COLLINS, New York. Date of contract, July 28. 1865.

Class No. 45, tallow, soap, and sweet oil.

2,000 pounds pure beef tallow	$0 12½	per pound.

To be delivered as required.

WILLIAM A. WHEELER, New York. Date of contract, July 28, 1865.

Class No. 47, ship-chandlery.

100 pounds borax	$0 35	per pound
40 bundles flags	60	per bundle
25 pounds sash cords, white	65	per pound.
500 pounds best white glue	40	per pound.
20 reams sandpaper, assorted	3 50	per ream.
10 pounds lampwick	1 00	per pound.
10 pounds pumice stone	11	per pound.
400 pounds thrums	75	per pound.
200 chalk lines, 80 to 100 feet	15	each.
25 metallic tape lines (100 feet each)	6 00	each.
2,000 pounds tarred sheathing paper	5	per pound.
100 sets truss hoops	4 75	per set.

To be delivered as required.

No. 7.

Proposals for materials for the navy yards at Brooklyn and Washington, made under the advertisement of the Bureau of Construction and Repair, of September 4, 1865.

BROOKLYN.			WASHINGTON		
No.	Bidders.	Colore paints, dryers, &c	No.	Bidders.	¶Lead.
1	Wm. E Spalding	*$4,635 00	1	Wm. E. Spalding	$23,500 00
2	Thos. M. Shaw	5,816 75	2	Samuel F. Savage.....	19,800 00
3	George Adams	5,784 87	3	Thos. M. Shaw.....	21,460 00
4	Raynolds, Pratt & Co.	4,920 81	4	Geo. Adams	21,980 00
5	Wm. Miller....	4,772 00	5	A. Harnickell	21,750 00
6	Wm. A. Wheeler	5,266 00	6	Eaton & Gage	22,440 00
7	Edw. Phelan	†.....	7	Wm. A. Wheeler.....	26,800 00
8	Hosea Clark.....	5,012 25	8	E. Wheeler & Son.....	25 000 00
			9	Hosea Clark	21 800 00

* Accepted. † Bid informal. ¶ No contract made.

NAVY DEPARTMENT,
Bureau of Construction and Repair, October 2, 1865.

Opened in presence of—

JOHN LENTHALL, *Chief of Bureau.*
H. A. GOLDSBOROUGH, *Chief Clerk.*
WM. RICHMOND, *Clerk.*

No. 8.

W. E. SPALDING, Washington, D. C. Date of contract, October 4, 1865.

Colored paints, dryers, &c.

15,000 pounds black paint, in oil.	$0 07	per pound.
10,000 pounds red lead, dry.....	13½	per pound.
3,000 pounds litharge, dry	13½	per pound.
10,000 pounds whiting, dry	03¾	per pound.
1,500 pounds lampblack, dry	11	per pound.
25 pounds terra de sienna, in oil	18	per pound.
25 pounds terra de sienna, raw.....	13	per pound.
750 pounds chrome green, dry.....	18	per pound.
1,000 pounds verdigris, ground in oil.....	40	per pound.
40 pounds Chinese vermilion, dry	1 65	per pound.
75 pounds Prussian blue, dry.....	55	per pound.
1,000 pounds Venetian red, dry.....	05	per pound.
500 pounds sugar of lead.....	58	per pound.
2,000 pounds yellow ochre	03¼	per pound
150 pounds chrome yellow, dry	21	per pound.
50 pounds brown manganese	07	per pound.
2,000 pounds patent dryer.....	10	per pound

To be delivered as required.

No. 9.

Schedule of proposals for raising sunken wrecks in and about Cape Fear river, made under advertisement of April 13, 1865.

No.	Bidders.	Vessel.	Time for completion.	Price.
1	Bay State W'g Co.	North Heath	1 y'r from date of contract	80 per cent. of net sales.
2	....do....	Agnes Frey	....do....	80 per cent. of net sales
3	....do....	Chickamauga	....do....	80 per cent. of net sales.
4	....do....	All oth'r vessels	....do....	75 per cent. of net sales.
5	T. M. Cook	All vessels....	Time not specified.....	50 per cent. of net sales; but will not contract for part.
6	John Milne.....	Chickamauga	90 days	33⅓ per cent. of net sales.
7	....do.....	Other vessels	Time not specified.....	66⅔ per cent. of net sales.
8	Daniel Husted*.	North Heath..	3 months.....	40 per cent. of net sales
9	....do.....	Agnes Frey ..	....do.....	45 per cent. of net sales
10	....do	Chickamauga	....do.....	35 per cent. of net sales.
11	....do.....	Thorne	....do.....	44 per cent. of net sales.
12	....do.....	Yadkin	....do.....	50 per cent. of net sales.
13	....do.....	Equator	Four months	60 per cent. of net sales.
14	....do	Arctic	....do.....	60 per cent. of net sales.

*Accepted.

No. 10.

List of contracts for vessels coming under cognizance of the Bureau of Construction and Repair, made and received since the date of the last report, October 15, 1864, to October 20, 1865.

Date.	Name of contractors.	Vessels.	Amount of contract.	Where building.
1864.				
October 1 ...	James Tetlow, Boston...	Tug Palos	$128,000	Chelsea, Mass.
October 1 ...	....do.....	Tug Leyden...	128,000	Do.

List of contracts for raising wrecks, &c.

Date.	Names of contractors.	Vessels.	Price.
1864.			
October 25 ..	D. A. Underdown & Co.	Congress.....	50 per cent. of net value
October 25 ..	....do.....	Merrimack	75 per ct. of net proceeds of sale of property recovered.
1865.			
February 7..	....do.....	Rebel ram Albemarle.	$12,500.

No. 7.

REPORT OF THE CHIEF OF THE BUREAU OF STEAM ENGINEERING.

NAVY DEPARTMENT, BUREAU OF STEAM ENGINEERING,
October 12, 1865.

SIR: I have the honor to submit to the department the following remarks on the present condition of the operations of this bureau:

Of new work, there was contracted for in October and November of 1863 twenty pairs of screw engines, with cylinders of sixty inches diameter and three feet stroke of piston, all of which were to have been completed within eighteen months from date of contract. None of them have been erected in a vessel at this date, with the exception of the pair for the United States steamer Pensacola, which will be ready for steam in about six weeks; of the remainder, about six are ready for erection in the vessels, and the balance are in every stage of construction, from the rough casting to erection in the shop.

The screw engines of the United States steamer Madawaska, designed and contracted for by Mr. John Ericsson, are now being erected in the vessel. They have cylinders of 100 inches diameter, with a stroke of piston of four feet.

Of the four pairs of screw-geared engines, contracted for in September and October, 1863, with cylinders of 100 inches diameter and a stroke of piston of four feet, none are completed. They were to have been finished in twelve months from date of contract. They are in every stage of construction, from the rough castings to erection in the shop.

The screw engines of the wooden turreted vessels, Passaconomy, Quinsigamond, Kalamazoo, and Shackamaxon, are in progress of construction, and may be considered about half finished. They were contracted for in December, 1863, and are built from the designs of Mr. John Baird, who is employed by the contractors for that purpose, they being responsible for their successful operation.

New boilers are also in progress of construction for the Lancaster, Iroquois, Minnesota, three screw gunboats, and three paddle-wheel steamers of the Paul Jones class.

The above is all the contract work remaining unfinished.

The new work in progress at the navy yards consists of two pairs of screw gunboat engines, with cylinders of thirty-six inches diameter and three feet stroke of piston, at the Kittery navy yard; four pairs of screw engines, with cylinders of fifty inches diameter and three feet six inches stroke of piston, at the Boston navy yard; four pairs of screw engines, with cylinders of fifty inches diameter and three feet six inches stroke of piston, at the New York navy yard; and at the Washington navy yard, one pair of screw-geared engines, with cylinders of 100 inches diameter and four feet stroke of piston, and one pair of screw engines, with cylinders of sixty inches diameter and three feet stroke of piston. This latter pair of engines is to replace the present ones in the United States steamer Richmond, condemned by a board of survey.

The new work at the navy yards is being very slowly prosecuted. The repairs of the machinery of vessels in commission require a certain number of workmen to be retained permanently, but as the amount of repairs fluctuate from time to time, it is judicious economy to have new work ready on which the men can be employed during the intervals of repairs.

The experiments which are being made at the New York navy yard by the board of civilian experts, under the direction of the department, on a horizontal fire-tube boiler and a vertical water-tube boiler, of the best proportions which practice has thus far determined, both having the tubes arranged above the furnaces to ascertain their relative efficiency for the naval service, are rapidly progressing. A very great number of experiments has already been made, and the results are of the most valuable character. The board has not confined itself to simply ascertaining the relative evaporative efficiency of the two types of boilers as constructed, but have modified their proportions in every possible

way to determine the effect of such modification. It has also extended its inquiries into the effect of different modes of managing the fires, of different rates of combustion, of different forms and locations of steam jets in the smoke-pipe, of different proportions of heating to grate surface, and of calorimeter to grate surface. In brief, it aims, by means of these experiments, to treat the subject in an exhaustive manner, resolving in a purely practical way all the questions connected with the generation of steam in marine boilers of the two types experimented on, and which are conceded to be the only two proper for the naval service.

It will be some time before these experiments can be finished, and a final report rendered; but it is believed that the value of the results not only to the navy, but to the whole world, will be so great as to warrant any amount of time, labor, and money that may be required to complete them in a thorough and unexceptionable manner, for the efficiency of the boiler is the real basis of all successful steam-engineering.

The experiments directed by Congress for ascertaining, by practical means, the relative economic efficiency of steam used in a steam engine with different measures of expansion, are making fair progress; but considerable time must necessarily elapse before they can be completed and a report rendered. They are being made by a board composed of gentlemen unconnected with the navy, and of the highest scientific and practical talent. The apparatus used is so admirably adapted for the purpose, that it is believed the results will be hypercritically accurate. It was devised by Mr. Horatio Allen, the president of the board, and the experiments are conducted by him at the "Novelty Works," New York, assisted by a number of assistant engineers of the navy. The determination of this question is the solution of the most important problem in steam-engineering, and really underlies the whole industrial interest of the world. Steam power is so extensively used for abridging manual labor, and for producing effects to which no amount of manual labor would be competent, that it may be said to be the basis of modern society and civilization; and everything which cheapens its cost, adds to the comfort and development of the whole human race. If an important economy of fuel can be obtained by high rates of expansion, it is of the utmost consequence to the navy and mankind to know both the fact and the amount; if no considerable economy of fuel can be thus obtained, it is none the less necessary to know it, in order that the steam-engine may be simplified, and its cost reduced.

The solution of this problem in a manner so complete as to produce conviction in all is tedious, laborious, and expensive. It cannot progress rapidly, nor be done cheaply, and to those causes must be ascribed the fact that no experiments of the kind have ever before been instituted. It is believed the present experiments will give an answer to every question that can be put on the subject. They will be made with both high and low pressure steam, with steam saturated and with steam superheated, with steam used with condensation and without condensation, and with different kinds of valves. This brief enumeration will show the extent and completeness to which it is designed to carry them, and from it will easily be understood the labor and time involved.

While the above described special experiments on boilers and on the expansion of steam are in progress, the bureau has lost no opportunity in experimenting largely in the same direction with the boilers and engines of such of the naval steamers as could be used for the purpose without interfering with their regular service.

These experiments have the great advantage of being made on the largest scale, and under the exact conditions of actual practice. They have extended to almost every type of marine boiler, and to every variety of boiler proportion, kind of coal, and manner of consuming it; also, to a great variety of steam-engines and valve gear, using steam with widely varying rates of expansion, with great differences of pressure, and in both the saturated and superheated states. A complete record of these experiments will be found published

in two quarto volumes, with the title of "Experimental Researches in Steam Engineering." The bureau has been greatly governed in designing steam machinery by the practical information thus obtained, and the results given by that machinery in competition with the numerous machinery designed by others for the naval service has been such as to fully sustain the soundness of the principles deduced from the experiments.

The accommodations at the navy yards for the repairs and construction of steam machinery are not sufficient for the requirements of the service. There is a want of proper facilities for moving large masses about the yard and for placing them on board vessels. The accommodations for engineer's stores are very deficient, so much so that no proper storage can be made, or account kept of them, and great inconvenience, deterioration, and delays result. The necessity for storehouses and special storekeepers is pressing; and it is respectfully suggested whether, in view of the very limited space occupied by the navy yards, and of the enormous increase in the engineer department of the yards, caused by the transformation of a sailing into a steam navy, the space and building now appropriated to the paymaster's department could not, with great advantage, be transferred to the engineer department. All that is wanted for the paymaster's stores is ordinary storehouses, and they can be provided outside the yards, as well as inside. The articles are neither heavy nor bulky, and are easily transported. There is not only not the slightest necessity for their storage in the yards, but it is believed they could be more advantageously stored in more convenient locations outside. The steam machinery must be repaired, constructed, and placed on board the vessel in the yard. The yards are large workshops, about equally divided between the hulls and the machinery. These cannot be separated, and are the objects of paramount importance, to which all others are very secondary. The experience of the last few years has shown that the marine engines of the navy, as well as the vessels, can be built by the department at the yards cheaper and better than by contract; and it is recommended that the yards be, as far as practicable, adapted for the execution of the largest possible quantity of such work.

I would respectfully call the attention of the department to the inadequate pay and position of the chief engineers of the navy. Marine machinery, costing enormous sums, and on whose efficient performance the national honor and interest may depend, must, of necessity, be confided to their skill for construction, repair, and proper management. The management and supervision of the engineer department of the navy yards—each of which is a first-class manufacturing establishment for steam machinery—is, and must continue to be, under their supervision and control. Not only are the highest professional talents and experience needed, but spotless integrity; for immense expenditures must be made on faith in both. The importance of the engineer to the navy is second to none in any point of view; but unless the pay and nominal position be made in some way commensurate with the responsibility and real position, the best talent of the engineer corps will continue to resign from it as fast as superior attraction is discovered on more appreciative fields, leaving only mediocrity for the service of the government. If the pay and position be below the level of the talent, the talent will inevitably fall to the level of the pay and position. I would respectfully suggest, therefore, that the pay and rank of chief engineers be made to increase more rapidly, and to a greater degree, than at present, so that the prize in this lottery will be of sufficient value to induce first-class abilities to continue through the drudgery and small pay of the lower grades, in order finally to attain it. I also suggest to the consideration of the department the appointment of fleet engineers to all the squadrons. I am certain the advantage to the government would far overbalance any inconvenience it might cause, and it would not only perfect the organization of steam squadrons, but greatly increase their efficiency. The experience of the war demonstrated the necessity of such an officer; he was then found to be indispensable;

and although the omission of him in peace may not produce the disastrous results it would in war, because the squadrons are smaller, and bad management both less apparent and of less importance, yet, *pro tanto*, the loss due to a want of proper organization and selected abilities for the performance of a duty so important that its responsibilities can scarcely be exaggerated, will be theirs. I conceive the public interest absolutely requires each squadron to have a fleet engineer, wholly disconnected personally with the different steamers, and uninfluenced by their movements, to determine on the necessity of repairs, and when and how they shall be made. This is the only means of preventing the return of vessels to port, on pretexts for unnecessary or trivial repairs to the machinery, and to secure the most efficient discharge of their duties by the engineers of the respective steamers.

Respectfully submitted by, sir, your obedient servant,

B. F. ISHERWOOD, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

NAVY DEPARTMENT, BUREAU OF STEAM ENGINEERING,
October 3, 1865.

SIR: In compliance with your instructions of the 18th August, I have the honor to transmit herewith the estimates of amounts required for this bureau for the fiscal year ending June 30, 1867.

Owing to the cessation of the war, and the consequent contraction of the operations of the bureau to the utmost limit warranted by a judicious economy, the unexpended balance of last year's appropriation—which was large in anticipation of a vigorous prosecution of the war—will be sufficient to cover the estimates for the coming fiscal year for the work under construction, and for the wear and tear of the machinery of vessels in commission; estimates for the civil expenses of the bureau are therefore alone submitted.

No new work has been commenced since some previous to the termination of the war; and the unfinished work is being executed slowly, and with every precaution for economy.

Had the work contracted to be completed during the last fiscal year been finished, and had the war continued, the appropriation for that year would have been exhausted; the large balance now remaining is due to the fact, that the work which was to have been executed in that year will be extended over two years or more.

Very respectfully, your obedient servant,

B. F. ISHERWOOD, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

No. 1.

Estimate of amounts required for the Bureau of Steam Engineering, for the fiscal year ending June 30, 1867.

Salary of chief of bureau	$3,500
Salary of one chief clerk	1,800
Salary of one clerk, (2d class)	1,400
Salary of draughtsman	1,400
Salary of assistant draughtsman	1,200
Salary of messenger	1,000
Salary of laborer	720
Contingent expenses for blank books, binding, stationery, and miscellaneous items	2,500

Per act of July 5, 1862, vol. 12, pages 510, 511.

SCALE OF BIDS FOR MATERIALS FOR THE NAVY, UNDER THE ADVERTISEMENT OF THE BUREAU OF STEAM ENGINEERING, OF DECEMBER 9, 1864, FOR THE NAVY YARDS.

Charlestown, Mass.

[Bids marked thus (*) have been accepted; thus (†) are informal.]

Class 1:

Brooks Brothers & Co	$28,836 00
J. B. Moorhead & Son	33,048 00
Charles E. Pennock & Co	30,780 00
Freeman Orne	40,500 00
Charles C. Wentworth	31,179 00
James M. Shaw	37,972 80
Morris, Wheeler & Co	*28,755 00
Wm. A. Wheeler	42,780 00
John H. Flagler	33,210 00

Class 2:

Charles E. Pennock & Co	4,320 00
Freeman Orne	5,400 00
Trego, Thompson & Co	4,049 00
Kinsley Iron and Machine Co	*3,760 71
George Adams	5,124 60
Charles C. Wentworth	4,211 00
Jones & Laughlins	5,265 00
James M. Shaw	4,792 50
Wm. E. Coffin, treasurer	4,320 00
S. Jakua, president	4,590 00
Paul J. Field	4,590 00
Bingham & Anthony	7,560 00
R. B. Aertfen	4,320 00
Edward Cooper	$3,857 11
Wm. A. Wheeler	6,495 00

Class 3:

Charles E. Pennock & Co	*2,200 00
Freeman Orne	†2 000 00
Charles C. Wentworth	2,438 00
James M. Shaw	2,825 00
Wm. A. Wheeler	2,975 00

Class 4:

Charles E. Pennock & Co.	3,520 00
Freeman Orne	4,000 00
George Adams	4,440 00
Charles C. Wentworth	3,434 00
Jones & Laughlins	3,760 00
James M. Shaw	4,440 00
Wm. E. Coffin, treasurer	*3,168 00
Paul J. Field	4,160 00
Bingham & Anthony	3,840 00
Morris, Wheeler & Co	†3,160 00
Wm. A. Wheeler	3,795 00
John H. Flagler	3,680 00

Opened in presence of B. F. Isherwood, Wm. H. Allyn, J. W. Deeble, January 10, 1865.

Washington, D. C.

Class 1:

Coates & Brothers	*$24,726 78
Thompson & Co	9¼ cts. per p'd.
Brooks Brothers & Co	8 9/10 " "
J. B. Moorehead & Son	27,720 00
Charles E. Pennock & Co.	25,250 00
Freeman Orne	34,150 50
Charles C. Wentworth	28,879 00
James M. Shaw	31,077 92
Everson, Preston & Co	13½ cts. p'r p'd
Wm. A. Wheeler	31,620 00

Class 2:

Philip Gossler	10,530 00
E. Wheeler & Son	11,137 50
Thompson & Co	7¼ cts. p'r p'd.
Charles C. Pennock & Co.	12,960 00
J. W. Thompson & Co	*11,137 50
Seypert, McManniss & Co.	12,960 00
Freeman Orne	15,795 00
Trego, Thompson & Co	11,740 00
George Adams	9¾ cts. p'r p'd.
Charles C. Wentworth	13,379 00
Jones & Laughlins	15,795 00
James M. Shaw	14,385 00
Everson, Preston & Co	10½ cts. p'r p'd
Wm. E. Coffin	14,377 50
Paul J. Field	14,175 00
R. C. Johnson & Co	14,580 00
Bingham & Anthony	24,000 00
R. B. Aertfen	$12,960 00
Edward Cooper	11,571 33
Wm. A. Wheeler	18,630 00

Class 3:

Charles E. Pennock & Co.	*6,600 00
Freeman Orne	†6,000 00
Charles C. Wentworth	7,312 00
James M. Shaw	8,475 00
Wm. A. Wheeler	8,400 00

Class 4:

E. Wheeler & Son	1,760 00
Thompson & Co	11 cts. p'r p'd.
Charles E. Pennock & Co.	1,760 00
Seypert, McMannis & Co.	2,800 00
Freeman Orne	2,000 00
George Adams	14¼ cts. p'r p'd
Charles C. Wentworth	1,957 00
Jones & Laughlins	1,880 00
James M. Shaw	2,220 00
Wm. E. Coffin	*1,600 00
Paul J. Field	2,080 00
R. C. Johnson & Co	1,920 00
Bingham & Anthony	1,920 00
Wm. A. Wheeler	1,998 00

Opened in presence of B. F. Isherwood, Wm. H. Allyn, J. W. Deeble, January 10, 1865.

Schedule of materials required at the several navy yards for 1864–'65.

WASHINGTON.

COATES & BROTHERS, Baltimore, Md. Date of contract, January 13, 1865.

Class No. 1, boiler iron.

36 plates boiler iron,	$\frac{7}{16}$,	46 by 98	inches.	
30 do	$\frac{3}{8}$,	84 by 98	do.	
32 do	$\frac{1}{2}$,	43 by 98	do.	
32 do	$\frac{1}{2}$,	43 by 100	do.	
48 do	$\frac{3}{8}$,	30 by 110	do.	
12 do	$\frac{3}{8}$,	30 by 128	do.	
36 do	$\frac{5}{16}$,	40 by 96	do.	
16 do	$\frac{7}{16}$,	35 by 109	do.	
16 do	$\frac{3}{8}$,	39 by 109	do.	
16 do	$\frac{5}{16}$,	48 by 109	do.	
24 do	$\frac{5}{16}$,	46 by 56	do.	
32 do	$\frac{3}{8}$,	34 by 46	do.	
32 do	$\frac{3}{8}$,	28 by 45	do.	
12 do	$\frac{7}{16}$,	61 by 112	do.	For $24,726 78.
6 do	$\frac{7}{16}$,	61 by 90	do	
32 do	$\frac{7}{16}$,	43 by 43	do.	
32 do	$\frac{5}{16}$,	43 by 78	do.	
24 do	$\frac{5}{16}$,	36 by 125	do.	
24 do	$\frac{5}{16}$,	42 by 136	do.	
16 do	$\frac{5}{16}$,	50 by 56	do.	
16 do	$\frac{5}{16}$,	48 by 54	do.	
16 do	$\frac{5}{16}$,	43 by 48	do.	
32 do	$\frac{7}{16}$,	50 by 114	do.	
28 do	$\frac{3}{8}$,	20 by 60	do.	
12 do	$\frac{3}{8}$,	50 by 109	do.	
12 do	$\frac{5}{16}$,	48 by 109	do.	
20 do	$\frac{3}{8}$,	30 by 120	do.	
12 do	$\frac{5}{16}$,	36 by 120	do.	

The above to be of the best American flange iron.

J. W. THOMPSON & Co., Washington. Date of contract, January 13, 1865.

Class No. 2, bar iron.

10,000 pounds best American	square	bar iron,		$\frac{3}{4}$ inch.	
10,000 do	do	do	do	$\frac{5}{8}$ inch.	
2,000 do	do	do	do	$\frac{1}{2}$ inch.	
30,000 do	flat	do	do	$2\frac{1}{4}$ by $\frac{5}{8}$ inch.	
5,000 do	do	do	do	2 by $\frac{7}{8}$ inch.	For $11,137 50.
14,000 do	do	do	do	2 by $\frac{1}{2}$ inch.	
1,000 do	do	do	do	$1\frac{1}{4}$ by $\frac{1}{2}$ inch.	
20,000 do	round	do	do	$1\frac{5}{8}$ inch.	
60,000 do	do	do	do	$1\frac{1}{2}$ inch.	
10,000 do	do	do	do	$\frac{7}{8}$ inch.	

In lengths as may be required.

CHAS. E. PENNOCK & Co., Coatsville, Pa. Date of contract, January 13, 1865.

Class No. 3, T iron.

60,000 pounds best American T iron, $3\frac{1}{2}$ by $4\frac{5}{8}$ inches, 16 feet long ..... for $6,600 00

WM. E. COFFIN, treasurer, Boston. Date of contract, January 13, 1865

Class No. 4, rivets.

4,000 pounds iron rivets, $1\frac{5}{8}$ by $\frac{11}{16}$ inch diameter.
4,000 ..... do ..... $1\frac{3}{4}$ by $\frac{11}{16}$ inch do.
4,000 ..... do ..... $1\frac{7}{8}$ by $\frac{11}{16}$ inch do.
4,000 ..... do ..... 2 by $\frac{11}{16}$ inch do.
} For $1,600 00.

CHARLESTOWN.

MORRIS, WHEELER & CO., Philadelphia, Pa. Date of contract, January 13, 1865.

Class No. 1, boiler iron.

324,000 pounds best American boiler flange iron, from $\frac{5}{16}$ to $\frac{3}{8}$ inch thick, in sheets of such dimensions as may be required ..... for $28,755 00

ED. R. EAGER, treasurer, Canton, Mass. Date of contract, January 13, 1865.

Class No. 2, round iron.

54,000 pounds best American round iron, from 1 inch to $1\frac{1}{2}$ inch diameter, in lengths as may be required ..... for $3,760 71

CHAS. E. PENNOCK & CO., Coatsville, Pa. Date of contract, January 13, 1865.

Class No. 3, T iron.

20,000 pounds best American T iron, $3\frac{1}{2}$ inches by 4 inches; the $3\frac{1}{2}$-inch part to be $\frac{3}{8}$ inch thick, and the 4-inch part $\frac{1}{2}$ inch thick ..... for $2,200 00
The lengths as may be required.

WM. E. COFFIN, treasurer, Boston. Date of contract, January 13, 1865.

Class No. 4, rivets.

32,000 pounds boiler rivets, $1\frac{3}{4}$ inch long and $\frac{5}{8}$ inch diameter ..... for $3,168 09

SCALE OF BIDS FOR MATERIALS FOR THE NAVY, UNDER THE ADVERTISEMENT OF THE BUREAU OF STEAM ENGINEERING OF FEBRUARY 15, 1865, FOR THE NAVY YARDS.

Kittery, Maine.

[Bids marked thus (*) have been accepted; thus (†) are informal.]

Class 1:

John H. Flagler	$14,100 00
C. & J. Cooper	13,042 50
Horace L. Brooke	12,295 20
E. Wheeler & Son	21,150 00
C. E. Pennock & Co	*11,985 00
Morris, Wheeler & Co	13,923 75
N. P. Haven	14,100 00
Lockwood & Collins	15,411 30
H. D. Stover	18,330 00
Wm. A. Wheeler	13,930 80
Spalding & Parrott	15,510 00
Wm. Macomber	16,038 75
John R. Elvans & Co	17,625 00
Jones & Laughlins	16,215 00
C. C. Wentworth	13,483 12
J. D. Morehead & Son	12,337 50
B. De Forrest	17,625 00

Class 2:

C. & J. Cooper	*5,355 00
E. Wheeler & Son	6,720 00
C. E. Pennock & Co	6,300 00
N. P. Haven	5,880 00
Lockwood & Collins	6,468 00
H. D. Stover	5,670 00
Wm. A. Wheeler	8,820 00
Spalding & Parrott	6,468 00
Wm. Macomber	6,825 00
J. H. Whitney	5,880 00
John R. Elvans & Co	$5,722 50
Geo. H. Adams	8,820 00
Moseley & Hodgman	5,628 00
S. A. Wheelwright	6,300 00
Verree & Mitchell	7,560 00
Jones & Laughlins	7,140 00
Wm. E. Coffin & Co	5,628 00
C. C. Wentworth	5,985 00
Fuller & Dana	5,625 00
Kinsley Iron and Machine Co	5,544 00
B. De Forrest	7,980 00

Class 3:

C. & J. Cooper	*2,485 00
E. Wheeler & Son	3,640 00
Lockwood & Collins	3,060 40
H. D. Stover	3,080 00
Wm. A. Wheeler	3,500 00
Spalding & Parrott	3,080 00
Wm. Macomber	2,975 00
John R. Elvans & Co	3,080 00
S. A. Wheelwright	2,940 00
Verree & Mitchell	2,800 00
C. C. Wentworth	3,500 00
Fuller & Dana	2,520 00
B. De Forrest	2,660 00

Opened in presence of B. F. Isherwood, Wm. H. Allyn, John W. Bronaugh, March 11, 1865.

Charlestown, Mass.

Class 1:

J. A. Harnical	$24,640 00
A. G. A. Harnical	24,990 00
C. &. J. Cooper	26,740 00
E. Wheeler & Son	27,720 00
Lockwood & Collins	26,208 00
H. D. Stover	28,000 00
Wm. A. Wheeler	26,824 00
H. & W. D. Winsor	‡24,360 00
James M. Shaw	26,320 00
John R. Elvans & Co	26,040 00
Baltimore & Cuba Smelting and Mining Company	24,640 00
Moseley & Hodgeman	28,000 00
S. A. Wheelwright	24,360 00
C. C. Wentworth	26,250 00
B. DeForrest	26,880 00
Crocker, Brother & Co	25,060 00
McCullough Lead Co	28,000 00

Class 2:

A. G. A. Harnical	3,400 00
E. Wheeler & Son	3,200 00
Lockwood & Collins	3,450 00
H. D. Stover	3,500 00
Wm. A. Wheeler	3,487 50
James M. Shaw	3,400 00
John R. Elvans & Co	$3,250 00
Geo. H. Adams	3,600 00
Moseley & Hodgeman	3,475 00
S. A. Wheelwright	*3,000 00
C. C. Wentworth	3,350 00
B. DeForrest	4,100 00
Bailey, Rollins & Co	3,675 00
McCullough Lead Co	3,350 00

Class 3:

A. G. A. Harnical	210 00
E. Wheeler & Son	225 00
Lockwood & Collins	240 00
H. D. Stover	330 00
Wm. A. Wheeler	206 25
James M. Shaw	255 00
John R. Elvans & Co	210 00
Geo. H. Adams	217 50
Moseley & Hodgeman	202 50
S. A. Wheelwright	*191 25
C. C. Wentworth	224 25
B. DeForrest	217 50
Crocker, Brother & Co	210 00
McCullough Lead Co	210 00

Opened in presence of B. F. Isherwood, Wm. H. Allyn, John W. Bronaugh, March 11, 1865.

‡ Awarded by lot.

Brooklyn, N. Y.

Class 1:

Coates & Bro	$61,056 00
C. & J. Cooper	68,288 25
Horace L. Brooke	65,129 75
E. Wheeler & Son	115,200 00
C. E. Pennock & Co	62,028 12
Morris, Wheeler & Co	72,055 00
N. P. Haven	68,695 00
Lockwood & Collins	68,899 00
H. D. Stover	90,240 00
Wm. A. Wheeler	71,934 00
Wm. Macomber	88,745 00
John J. Bingham	74,667 50
Wm. Gardner	93,010 00
John R. Elvans & Co	93,010 00
B. DeForest	92,372 50
Holdane & Co	87,045 00
Jones & Laughlins	88,107 50
Everson, Preston & Co	83,205 00
C. C. Wentworth	82,127 50
J. B. Morehead & Son	65,974 37½
Etting & Bro	69,920 63

Class 2:

Coates & Bro	22,156 65
C. & J. Cooper	17,293 12
E. Wheeler & Son	22,296 00
W. N. & H. C. Wyeth	18,463 87
C. E. Pennock & Co	19,509 00
N. P. Haven	*16,373 62
Lockwood & Collins	18,087 63
H. D. Stover	22,296 00
Wm. A. Wheeler	25,690 65
Fort Pitt Iron Works	19,509 00
Wm. Macomber	23,341 12
Smith & Hedgeman	16,722 00
John J. Bingham	19,063 50
Wetmore & Co	22,296 00
Wm. Gardner	27,870 00
J. H. Whitney	18,869 25
John R. Elvans & Co	18,066 93
Geo. H. Adams	27,424 50
Moseley & Hodgeman	20,902 50
B. DeForest	25,083 00
S. A. Wheelwright	19,063 50
Verree & Mitchell	20,902 50
Holdane & Co	27,173 25
Jones & Laughlins	23,689 50
Everson, Preston & Co	$19,509 00
C. C. Wentworth	20,902 50
Kinsley Iron & Mac'ne Co	19,629 00

Class 3:

C. & J. Cooper	4,250 00
E. Wheeler & Son	6,500 00
W. N. & H. C. Wyeth	4,875 00
Lockwood & Collins	4,750 00
H. D. Stover	5,250 00
Wm. A. Wheeler	5,750 00
Wm. Macomber	5,187 50
John J. Bingham	*3,500 00
Wm. Gardner	6,000 00
John R. Elvans & Co	5,500 00
B. Deforest	4,500 00
S. A. Wheelwright	5,250 00
Holdane & Co	7,000 00
C. C. Wentworth	6,250 00

Class 4:

C. & J. Cooper	10,355 00
E. Wheeler & Son	13,625 00
W. N. & H. C. Wyeth	11,853 75
C. E. Pennock & Co	11,445 00
Morris, Wheeler & Co	9,956 50
Lockwood & Collins	10,993 00
H. D. Stover	10,355 00
Wm. A. Wheeler	10,627 50
Wm. Macomber	11,990 00
John J. Bingham	11,370 00
Wm. Gardner	13,080 00
J. H. Whitney	10,355 00
John R. Elvans & Co	10,980 00
Geo. H. Adams	12,535 00
Moseley & Hodgeman	11,445 00
B. DeForest	12,535 00
S. A. Wheelwright	10,110 00
Holdane & Co	13,970 00
Timpson & Tucker	9,815 00
Jones & Laughlins	11,445 00
Wm. E. Coffin & Co	9,808 00
C. C. Wentworth	10,491 25
Kinsley Iron & Mac'ne Co	*9,755 50

Opened in presence of B. F. Isherwood, Wm. H. Allyn, John W. Bronaugh, March 11, 1865.

Washington, D. C.

Class 1:

Trego, Thompson & Co	$23,812 10
C. & J. Cooper	20,303 10
Horace L. Brooke	*17,699 60
W. N. & H. C. Wyeth	27,726 99
John D Edmonds	26,655 70
Morris, Wheeler & Co	24,550 28
Lockwood & Collins	24,094 14
Wm. A. Wheeler	33,233 20
Fort Pitt Iron Works	32,712 40
John R. Elvans & Co	24,963 90
Moseley & Hodgman	$27,404 00
S. A. Wheelwright	18,787 60
Verree & Mitchell	26,046 88
Jones & Laughlins	26,739 30
Kerson, Foxdell & Co	25,783 80
C. C. Wentworth	26,599 46

Class 2:

J. W. Thompson & Co	17,525 00
Tergo, Thompson & Co	16,350 00
C. & J. Cooper	17,465 00

Horace L. Brooke	*$14,780 00
E. Wheeler & Son	17,000 00
W. N. & H. C. Wyeth	16,375 00
John D. Edmonds	17,850 00
Lockwood & Collins	17,850 00
W. A. Wheeler	19,050 00
James M. Shaw	20,500 00
John R. Elvans & Co	14,875 00
Moseley & Hodgman	16,500 00
B. DeForest	21,250 00
S. A. Wheelwright	18,525 00
Kerson, Foxdell & Co	16,425 00
Wm. E. Coffin & Co	17,400 00
C. C. Wentworth	20,000 00
J. B. Morehead & Son	16,662 50
Etting & Bro	18,750 00
Charles L. Oudesluys	19,250 00

Class 3:

C. & J. Cooper	6,401 50
E. Wheeler & Son	5,392 50
W. N. & H. C. Wyeth	*4,504 76
Morris, Wheeler & Co	5,518 81
Lockwood & Collins	4,991 34
Wm. A. Wheeler	6,323 48
Wm. Macomber	5,944 25
John R. Elvans & Co	6,538 66
Geo. H. Adams	6,694 02
Whipple File M'f'g Co	5,944 25
S. A. Wheelwright	5,502 50
C. C. Wentworth	5,617 10

Class 4:

A. Harnical	88,000 00
N. G. A. Harnical	89,250 00
J. W. Thompson & Co	90,000 00
C. & J. Cooper	95,500 00
E. Wheeler & Son	95,000 00
John D. Edmonds	97,500 00
Lockwood & Collins	90,960 00
H. D. Stover	120,000 00
Wm. A. Wheeler	95,800 00
H. & W. D. Winsor	*87,000 00
James M. Shaw	98,000 00
John R. Elvans & Co	92,500 00
Baltimore & Cuba S. & M. Co	$88,960 00
Moseley & Hodgman	104,00 00
B. DeForrest	96,000 00
S. A. Wheelwright	88,000 00
C. C. Wentworth	95,750 00
McCullogh Lead Co	100,000 00

Class 5:

N. G. A. Harnical	14,602 50
J. W. Thompson & Co	14,475 00
E. Wheeler & Son	14,900 00
John D. Edmonds	15,630 00
Lockwood & Collins	14,240 00
H. D. Stover	19,600 00
Wm. A. Wheeler	15,140 00
Thomas W. Miller	17,180 00
James M. Shaw	15,560 00
John R. Elvans & Co	14,570 00
Geo. H. Adams	15,900 00
Moseley & Hodgman	15,427 50
B. DeForest	16,600 00
S. A. Wheelwright	*13,460 00
C. C. Wentworth	15,400 00
Chas. L. Oudesluys	15,450 00
W. F. Weld & Co	14,240 00
McCullogh Lead Co	14,970 00

Class 6:

E. Wheeler & Son	1,523 35
W. N. & H. C. Wyeth	1,810 60
John D. Edmonds	2,629 95
Lockwood & Collins	1,442 80
Wm. A. Wheeler	6,102 45
John R. Elvans & Co	*1,409 55

Class 7:

T. Edward Clark	*7,210 00
John O. Evans	9,895 00
L. W. Conner	8,415 00
J. Bigler	7,746 00
Truman Orne	8,840 00

Opened in presence of B. F. Isherwood, Wm. H. Allyn, John W. Bronaugh, March 11, 1865.

Norfolk, Virginia.

Class 1:

Trego, Thompson & Co	$17,539 20
C. & J. Cooper	17,264 80
E. Wheeler & Son	22,411 20
W. N. & H. C. Wyeth	17,993 50
Morris, Wheeler & Co	*17,250 10
Lockwood & Collins	19,639 42
Phœnix Iron Co	18,505 20
Wm. A. Wheeler	33,079 00
Fort Pitt Iron Works	18,676 00
Wm. Macomber	21,675 50
J. H. Whitney	19,084 80
Dickenson & Elvan	17,764 60
Geo. H. Adams	29,993 60
Moseley & Hodgman	20,099 80
S. A. Wheelwright	19,000 00
Verree & Mitchell	22,800 40
Jones & Laughlins	22,671 60
Everson, Preston & Co	18,396 00
C. C. Wentworth	23,949 80
Kinsley Iron & Machine Co.	19,751 20

Class 2:

J. H. Thompson & Co	$9,000 00
Trego, Thompson & Co	7,500 00
C. & J. Cooper	8,250 00
Horace L. Brooke	6,980 00
E. Wheeler & Son	8,000 00
W. N. & H. C. Wyeth	8,250 00
Morris, Wheeler & Co	8,400 00
Lockwood & Collins	8,850 00
Wm. A. Wheeler	9,950 00
James M. Shaw	9,750 00
Dickenson & Elvan	*6,250 00

Moseley & Hodgman	$7,500 00
S. A. Wheelwright	9,500 00
Keyser, Troxdell & Co	7,500 00
Wm. E. Coffin & Co	8,675 00
C. C. Wentworth	11,500 00
J. B. Morehead & Son	8,800 00
Chas. L. Oudesluys	9,700 00
Stickney & Co	8,000 00

Class 3:

C. & J. Cooper	783 83
E. Wheeler & Son	970 00
W. N. & H. C. Wyeth	858 49
Morris, Wheeler & Co	782 00
Lockwood & Collins	$818 00
Wm. A. Wheeler	984 00
Wm. Macomber	781 00
Dickenson & Elvan	790 00
Geo. H. Adams	915 00
Moseley & Hodgman	*710 00
S. A. Wheelwright	784 00
Jones & Laughlins	874 00
Wm. E. Coffin & Co	940 00
C. C. Wentworth	959 00
Kinsley Iron & Machine Co.	820 00

Opened in presence of B. F. Isherwood, W. H. Allyn, John W. Bronaugh, March 11, 1865.

Schedule of materials required at the several navy yards for 1864–'65.

KITTERY.

C. E. PENNOCK & Co., Coatsville, Pa. Date of contract, March 18, 1865.

Class No. 1, boiler iron.

141,000 pounds best American boiler flange iron, from $\frac{5}{16}$ to $\frac{5}{8}$ inch thick, in sheets of such dimensions as may be required. $0 8½ per pound

C. & J. COOPER, Mount Vernon, Ohio. Date of contract, March 18, 1865.

Class No. 2, round and flat iron.

84,000 pounds best American round and flat iron, from $\frac{7}{8}$ to $1\frac{1}{2}$ inch diameter for the round, and from $1\frac{1}{4}$ by $\frac{5}{8}$ to $3\frac{3}{4}$ by $1\frac{1}{2}$ inch for the flat, in lengths as may be required, ... $0 06⅜ per pound.

C. & J. COOPER, Mount Vernon, Ohio. Date of contract, March 18, 1865.

Class No. 3, T iron.

28,000 pounds best American T iron; head $3\frac{1}{2}$ by $\frac{3}{8}$ inch, web $3\frac{1}{2}$ by $\frac{5}{8}$ inch; in lengths as may be required ..... $0 08⅞ per pound.

CHARLESTOWN.

H. & W. D. WINDSOR, Philadelphia. Date of contract, March 18, 1865.

Class No. 1, copper.

56,000 pounds ingot copper ..... $0 43½ per pound.

To be of the best quality.

S. A. WHEELWRIGHT, New York. Date of contract, March 18, 1865.

Class No. 2, tin.

5,000 pounds Banca tin ..... $0 60 per pound.

S. A. WHEELWRIGHT, New York. Date of contract, March 18, 1865.

Class No. 3, zinc.

1,500 pounds zinc, pigs ..... $0 12¾ per pound.

To be of the best quality.

BROOKLYN.

COATES & BRO., Baltimore. Date of contract, March 18, 1865.

Class No. 1, boiler iron, &c.

725,500 pounds best American boiler flange iron, from $\frac{3}{16}$ to $\frac{5}{8}$ inch thick, in plates of such dimensions as may be required;

42,500 pounds best American sheet iron, 36 inches by 96 inches, from No. 10 to No. 16, such as may be required ..... $0 07$\frac{19}{20}$ per pound.

N. P. HAVEN, 42 Cedar street, New York. Date of contract, March 18, 1865.

Class No. 2, round, flat, and square iron.

178,200 pounds best American round iron, from $\frac{5}{16}$ to $1\frac{1}{2}$ inch diameter, and in lengths such as may be required ..... $0 05⅞ per pound.

100,500 pounds best American square or flat iron, of such dimensions and lengths as may be required	$0 05⅞ per pound.

JOHN J. BINGHAM, New York. Date of contract, March 18, 1865.

Class No. 3, T iron.

50,000 pounds best American T iron, from 16 to 25 feet long; head 3½ by ⅝ inch, web 4 by ⅝ inch	$0 07 per pound.

KINSLEY IRON AND MACHINE CO., Canton, Mass. Date of contract, March 18, 1865.

Class No. 4, rivets.

40,000 pounds best quality boiler rivets, 2 by ¾ inch diameter 58,000 pounds best quality boiler rivets, 1¾ by ⅝ inch diameter 4,000 pounds best quality boiler rivets, 3½ by ⅝ inch diameter 5,000 pounds best quality boiler rivets, 3 by ¾ inch diameter 2,000 pounds best quality rivets, assorted, such as may be required	$0 08.95 per pound.

WASHINGTON

HORACE L. BROOKE, Baltimore. Date of contract, March 18, 1865.

Class No. 1, iron.

2 bars, 2,636 pounds, best rolled iron, each 13 inches wide, 1 inch thick, and 30 feet long	$0 10 per pound.
2 bars, 1,908 pounds, best rolled iron, each 13½ inches wide, 1¾ inch thick, and 12 feet long	10 per pound.
1 bar, 680 pounds, cold-rolled iron, 16 feet long and 4 inches diameter	14 per pound.
5,000 pounds 5½-inch round bar iron	07½ per pound.
5,000 pounds 5-inch round bar iron	07½ per pound.
3,000 pounds 4½-inch round bar iron	07½ per pound.
3,000 pounds 4-inch round bar iron	07½ per pound.
3,000 pounds 3½-inch round bar iron	07½ per pound.
2,000 pounds 3 inch round bar iron	07½ per pound.
2,000 pounds 2½-inch round bar iron	07½ per pound.
2,000 pounds 2¼-inch round bar iron	07½ per pound.
2,000 pounds 2-inch round bar iron	07 per pound.
2,000 pounds 1½-inch round bar iron	07 per pound.
2,000 pounds 1-inch round bar iron	07 per pound.
2,000 pounds ⅞-inch round bar iron	07 per pound.
2,000 pounds ¾-inch round bar iron	07 per pound
2,000 pounds ⅝-inch round bar iron	07 per pound.
2,000 pounds ½-inch round bar iron	07 per pound.
1,000 pounds ⅜-inch round bar iron	07 per pound.
3,000 pounds 3-inch square iron	07½ per pound.
2,000 pounds 2¾-inch square iron	07½ per pound.
1,000 pounds 2½-inch square iron	07 per pound.
1,000 pounds 2-inch square iron	07 per pound.
1,000 pounds 1¾-inch square iron	07 per pound.
1,000 pounds 2½ by 1½-inch flat bar iron	07 per pound.
1,000 pounds 2½ by 1-inch flat bar iron	07 per pound.
75 tons bloom, made of best puddled iron, in pieces 26 by 10 inches, 4½ inches thick, (2,240 pounds per ton)	90 00 per ton.
75 tons bloom, made of best puddled iron, in pieces 26 by 8 inches, 4½ inches thick, (2,240 pounds per ton)	90 00 per ton.

The round, square, and flat iron to be the best refined American manufacture, and delivered in lengths as required.

HORACE L. BROOKE, Baltimore, Md. Date of contract, March 18, 1865.

Class No. 2, pig iron.

150 tons anthracite pig iron, No. 1, American, (2,240 pounds per ton)	$52 00 per ton.
100 tons charcoal pig iron, No. 2, American, (2,240 pounds per ton)	69 80 per ton.

W. N. & H. C. WYETH, Baltimore, Md. Date of contract, March 18, 1865.

Class No. 3, steel.

8 bars, 1,792 pounds, cast-steel, 3¾ inches, round, 6 feet long each	$0 22½ per pound.
8 bars, 290 pounds, cast-steel, 3⅛ by ⅝ inch, flat, 5 feet 7 inches long each	28 per pound.

5 bars, 348 pounds, cast-steel, 2¾ by 1¼ inch, flat, 6 feet long each	$0 28	per pound.
760 pounds best spring steel, 6 inches wide by ¼ inch thick, in lengths as required	19½	per pound.
500 pounds 3-inch round cast-steel	19½	per pound.
500 pounds 2⅞-inch round cast-steel	19½	per pound.
500 pounds 2¾-inch round cast-steel	19½	per pound.
500 pounds 2⅝-inch round cast-steel	19½	per pound.
500 pounds 2½-inch round cast-steel	19½	per pound.
500 pounds 2⅜-inch round cast-steel	19½	per pound.
500 pounds 2¼-inch round cast-steel	19½	per pound.
500 pounds 2⅛-inch round cast-steel	19½	per pound.
500 pounds 2-inch round cast-steel	19½	per pound.
500 pounds 1⅞-inch round cast-steel	19½	per pound.
500 pounds 1¾-inch round cast-steel	19½	per pound.
300 pounds 1⅝-inch round cast-steel	19½	per pound.
300 pounds 1½-inch round cast-steel	19½	per pound.
300 pounds 1⅜-inch round cast-steel	19½	per pound.
300 pounds 1¼-inch round cast-steel	19½	per pound.
100 pounds 1⅛-inch round cast-steel	19½	per pound.
100 pounds 1-inch round cast-steel	19½	per pound.
500 pounds 2-inch square cast-steel	29⅝	per pound.
500 pounds 1¾-inch square cast-steel	29⅝	per pound.
500 pounds 1½-inch square cast-steel	29⅝	per pound.
500 pounds 1¼-inch square cast-steel	29⅝	per pound.
500 pounds 1-inch square cast-steel	29⅝	per pound.
500 pounds ¾-inch square cast-steel	29⅝	per pound.
200 pounds ½-inch square-cast-steel	29⅝	per pound.
5,000 pounds of octagon, ⅜ to ⅞ cast-steel	29⅝	per pound.

To be of the best quality, in lengths as required.

H. & W. D. WINSOR, Philadelphia. Date of contract, March 18, 1865.

Class No. 4, copper.

200,000 pounds ingot copper, best quality	$0 43½	per pound.

Subject to the necessary test and inspection of the proper officers of the yard.

S. A. WHEELWRIGHT, New York. Date of contract, March 18, 1865.

Class No. 5, tin, lead, and zinc.

10,000 pounds lead, best quality	$0 13	per pound.
20,000 pounds tin, (Straights)	56	per pound.
8,000 pounds slab zinc	12	per pound.

JOHN R. ELVANS & CO., Washington. Date of contract, March 18, 1865.

Class No. 6, engineers' stores.

20 gross wood screws, 5 inches long	$7 00	per gross.
20 gross wood screws, 4 inches long	5 00	per gross.
20 gross wood screws, 3 inches long	2 50	per gross.
20 gross wood screws, 2½ inches long	1 60	per gross.
20 gross wood screws, 2 inches long	1 25	per gross.
15 gross wood screws, 1¾ inch long	1 00	per gross.
15 gross wood screws, 1½ inch long	75	per gross.
15 gross wood screws, 1¼ inch long	60	per gross.
15 gross wood screws, 1 inch long	55	per gross.
50 papers sprigs, 2 inches long	20	per paper.
50 papers sprigs, 1¾ inch long	19	per paper.
25 papers sprigs, 1½ inch long	18	per paper.
25 papers sprigs, 1¼ inch long	17	per paper.
25 papers sprigs, 1 inch long	16	per paper.
15 papers sprigs, ¾ inch long	16	per paper.
15 papers sprigs ½ inch long	16	per paper.
5 reams sandpaper, No. 0	6 00	per ream.
5 reams sandpaper, No. 2	6 00	per ream.
5 reams sandpaper, No. 1½	6 00	per ream.
5 reams sandpaper, No. 1	6 00	per ream.
50 gallons alcohol, 98 per cent.	5 00	per gallon
40 gallons molasses, common	70	per gallon
3 barrels sour flour	10 00	per barrel.

1 barrel No. 1 rosin, 280 pounds	$33 00	per barrel.
1 carboy oil vitriol, (say 150 pounds,)	08	per pound.
100 pounds refined borax	55	per pound.
500 pounds long-grained braziers' solder	50	per pound.
300 pounds Spanish whiting	04	per pound.
12,000 salmon brick, "hand-made,"	16 00	per M.

All to be of the best quality.

T. Edward Clark, Washington. Date of contract, March 18, 1865.

Class No. 7, white pine lumber.

10,000 feet 6 inches thick, 14 to 16 feet long, and 12 to 18 inches wide, board measure		$80 00	per M feet.
3,000 feet 5 inches thick, 14 to 16 feet long, and 12 to 18 inches wide, board measure		95 00	per M feet.
10,000 feet 4 inches thick, 14 to 16 feet long, and 12 to 18 inches wide, board measure		80 00	per M feet.
10,000 feet 3 in. thick, board measure	All of this to be dressed on both sides, to be of even thickness, and from 14 to 16 feet long, and from 12 to 18 inches wide.	82 50	per M feet.
4,000 feet 2⅝ in. thick, board measure		95 00	per M feet.
6,000 feet 2½ in. thick, board measure		95 00	per M feet.
5,000 feet 2¼ in. thick, board measure		95 00	per M feet.
8,000 feet 2 in. thick, board measure		95 00	per M feet.
5,000 feet 1¾ in. thick, board measure		95 00	per M feet.
5,000 feet 1½ in. thick, board measure		95 00	per M feet.
5,000 feet 1¼ in. thick, board measure		95 00	per M feet.
3,000 feet 1 in. thick, board measure		95 00	per M feet.
5,000 feet ⅞ in. thick, board measure		95 00	per M feet.

The above must be of the very best quality, entirely free from sap, knots, and cracks, well seasoned, and suitable for making patterns.

1,000 feet 1-inch common white pine cullings	40 00	per M feet.
1,000 feet ½-inch common white pine cullings	40 00	per M feet.
1,000 feet 3-inch common white pine cullings	50 00	per M feet.

NORFOLK.

Morris, Wheeler & Co., Philadelphia. Date of contract, March 18, 1865.

Class No. 1, round, square, and flat iron.

11,200 pounds 10-inch round iron, hammered	$0 10	per pound.
6,720 pounds 8-inch round iron, hammered	10	per pound.
6,720 pounds 6-inch round iron, hammered	10	per pound.
6,720 pounds 5-inch round iron	07⅞	per pound.
6,720 pounds 4-inch round iron	06⅞	per pound.
6,720 pounds 3½-inch round iron	06⅝	per pound.
13,440 pounds 3¼-inch round iron	06⅝	per pound.
11,200 pounds 3-inch round iron	06⅝	per pound.
8,960 pounds 2½-inch round iron	06⅝	per pound.
8,960 pounds 2¼-inch round iron	06⅝	per pound.
8,960 pounds 2-inch round iron	06⅝	per pound.
8,960 pounds 1¾-inch round iron	06⅝	per pound.
8,960 pounds 1½-inch round iron	06⅝	per pound.
11,200 pounds 1¼-inch round iron	06⅝	per pound.
11,200 pounds 1-inch round iron	06⅝	per pound.
11,200 pounds ⅞-inch round iron	06⅝	per pound.
11,200 pounds ¾-inch round iron	06⅝	per pound.
11,200 pounds ⅝-inch round iron	06⅝	per pound.
11,200 pounds ½-inch round iron	06⅝	per pound.
2,240 pounds ⅜-inch round iron	06⅞	per pound.
4,480 pounds 2½-inch square iron	06⅝	per pound.
4,480 pounds 2¼-inch square iron	06⅝	per pound.
4,480 pounds 2-inch square iron	06⅝	per pound.
2,240 pounds 1¾-inch square iron	06⅝	per pound.
2,240 pounds 1½-inch square iron	06⅝	per pound.
2,240 pounds 1¼-inch square iron	06⅝	per pound.
2,240 pounds 1-inch square iron	06⅝	per pound.
2,240 pounds ¾-inch square iron	06⅝	per pound.
2,240 pounds ⅝-inch square iron	06⅝	per pound.
1,120 pounds ½-inch square iron	06⅝	per pound.

4,480 pounds 6 by 2-inch flat iron	$0 06⅞	per pound.
4,480 pounds 4 by 2-inch flat iron	06⅞	per pound.
2,240 pounds 3 by 2-inch flat iron	06⅞	per pound.
2,240 pounds 2 by 2-inch flat iron	06⅞	per pound.
2,240 pounds 1 by 6-inch flat iron	06⅞	per pound.
2,240 pounds 1 by 4-inch flat iron	06⅞	per pound.
2,240 pounds 1 by 3-inch flat iron	06⅞	per pound.
2,240 pounds 1 by 2-inch flat iron	06⅞	per pound.
2,240 pounds ¾ by 6-inch flat iron	06⅞	per pound.
1,120 pounds ¾ by 4-inch flat iron	06⅞	per pound.
1,120 pounds ¾ by 3-inch flat iron	06⅞	per pound.
1,120 pounds ¾ by 2-inch flat iron	06⅞	per pound.
1,120 pounds ¾ by 1½-inch flat iron	06⅞	per pound.
1,120 pounds ½ by 4-inch flat iron	06⅞	per pound.
1,120 pounds ½ by 3-inch flat iron	06⅞	per pound.
1,120 pounds ½ by 2½-inch flat iron	06⅞	per pound.
1,120 pounds ½ by 2-inch flat iron	06⅞	per pound.
1,120 pounds ½ by 1½-inch flat iron	66⅞	per pound.
1,120 pounds ⅜ by 3-inch flat iron	06⅞	per pound.
1,120 pounds ⅜ by 2½-inch flat iron	06⅞	per pound.
1,120 pounds ⅜ by 2-inch flat iron	06⅞	per pound.
1,120 pounds ⅜ by 1½-inch flat iron	06⅞	per pound.
560 pounds ¼ by 3-inch flat iron	06⅞	per pound.
560 pounds ¼ by 2½-inch flat iron	06⅞	per pound.
560 pounds ¼ by 2-inch flat iron	06⅞	per pound.
560 pounds ¼ by 1½-inch flat iron	06⅞	per pound.
560 pounds ¼ by 1¼-inch flat iron	06⅞	per pound.

To be the best refined American manufacture, and delivered in lengths as required.

DICKENSON & ELVAN, Norfolk, Va. Date of contract, March 18, 1865.

Class No. 2, pig-iron.

100 tons best American charcoal pig-iron	$62 50	per 2,240 lbs.

MOSELEY & HODGMAN, Boston. Date of contract, March 18, 1865.

Class No. 3, boiler rivets.

2,000 pounds best quality boiler rivets, ⅝ by 1½ inch long	$0 10	per pound.
1,000 pounds best quality boiler rivets, ⅝ by 1¾ inch long	10	per pound.
1,000 pounds best quality boiler rivets, ⅝ by 2 inches long	10	per pound.
1,000 pounds best quality boiler rivets, ¾ by 2 inches long	10	per pound.
500 pounds best quality boiler rivets, ¾ by 1¾ inch long	10	per pound.
500 pounds best quality boiler rivets, ¾ by 1½ inch long	10	per pound.
300 pounds best quality smoke-pipe rivets, ¼ by ¾ inch long	10	per pound.
200 pounds best quality smoke-pipe rivets, ¼ by ⅝ inch long	10	per pound.
300 pounds best quality smoke-pipe rivets, ⅜ by 1 inch long	10	per pound.
300 pounds best quality smoke-pipe rivets, ⅜ by 1¼ inch long	10	per pound.

SCALE OF BIDS FOR MATERIALS FOR THE NAVY, UNDER THE ADVERTISEMENT OF THE BUREAU OF STEAM ENGINEERING OF JUNE 28, 1865.

Kittery, Maine.

[Bids marked thus (*) have been accepted.]

Class 1:

Spalding & Parrot	$8,415 00
Wm. E. Coffin & Co.	10,593 75
Lockwood & Collins	8,250 00
W. A. Wheeler	9,027 00
Wm. E. Spalding	7,915 00
E. Wheeler & Sons	11,160 00
C. C. Wentworth	9,560 75
Wm. Porter & Sons	8,604 00
Richard Dunbar	12,487 00
S. S. Rowland	*7,581 00

Class 3:

Wm. E. Coffin & Co	$17,000 00
J. J. Walworth & Co	8,100 00
John H. Bailey	18,500 00
Lockwood & Collins	9,250 00
Wm. A. Wheeler	*6,550 00
Wm. E. Spalding	7,900 00
E. Wheeler & Sons	9,000 00
C. C. Wentworth	11,850 00
Wm. Porter & Sons	9,950 00
Richard Dunbar	10,500 00

S. S. Rowland	$8,500 00
John J. Bingham	7,750 00

Class 4:

Blagge & Soper	*6,009 00
John H. Bailey	6,600 00
Lockwood & Collins	6,606 00
Wm. A. Wheeler	7,521 00
Wm. E. Spalding	6,722 00
E. Wheeler & Sons	9,255 00
New York Belting & Packing Co	6,739 00
C. C. Wentworth	7,899 00
Wm. Porter & Sons	9,235 00
Richard Dunbar	12,305 00
E. D. Lazelle	9,040 00
S. S. Rowland	8,072 00
John J. Bingham	7,435 00

Class 5:

Lockwood & Collins	3,525 00
Wm, A. Wheeler	3,585 00
Wm. E. Spalding	3,615 00
E. Wheeler & Sons	3,600 00
Frank Miller	3,285 00
James M. Shaw	3,615 00
Richard Dunbar	3,600 00
S. S. Rowland	*3,150 00
Sylvanus Thomas	3,735 00
Southard, Herbert & Co	3,255 00

Clsss 6:

Lockwood & Collins	*1,015 00
Wm. A. Wheeler	1,056 00
Wm. E. Spalding	1,025 00
E. Wheeler & Sons	1,250 00
Frank Miller	1,042 50
Wm. Macomber	1,247 50
Wm. Porter & Sons	1,067 50
Richard Dunbar	1,155 00
S. S. Rowland	1,035 00
Geo. Adams	1,175 00

Class 7:

Lockwood & Collins	850 00
Wm. A. Wheeler	1,000 00
Wm. E. Spalding	1,085 00
E. Wheeler & Sons	1,250 00
Frank Miller	850 00
James M. Shaw	1,075 00
Wm. Porter & Sons	912 50
Richard Dunbar	1,187 50
S. S. Rowland	*725 00
Sylvanus Thomas	1,050 00
Southard, Herbert & Co	945 00

Class 9:

Lockwood & Collins	630 00
Wm. A. Wheeler	683 50
Wm. E. Spalding	686 00
E. Wheeler & Sons	680 00
Frank Miller	658 00
Wm. Macomber	687 50
Wm. Porter & Sons	636 00
Richard Dunbar	$821 50
S. S. Rowland	*545 00
Geo. Adams	687 50
Southard, Herbert & Co	678 00

Class 10:

John H. Bailey	4,239 00
Lockwood & Collins	2,579 00
Wm. A. Wheeler	2,382 06
Wm. E. Spalding	*2,322 40
E. Wheeler & Sons	3,714 50
C. C. Wentworth	3,395 41
Wm. Porter & Sons	3,133 30
Richard Dunbar	4,834 50
S. S. Rowland	2,915 80
John J. Bingham	3,137 70

Class 11:

Foster & Tower	9,079 68
Lockwood & Collins	7,879 20
Wm. A. Wheeler	8,763 52
Wm. E. Spalding	*4,865 50
E. Wheeler & Sons	6,182 00
C, C. Wentworth	8,401 55
Richard Dunbar	12,791 00
S. S. Rowland	8,214 70

Class 12:

Lockwood & Collins	2,530 00
Wm. A. Wheeler	2,850 50
Wm. E. Spalding	*2,444 50
E. Wheeler & Sons	3,448 00
Wm. Porter & Sons	3,501 00
S. S. Rowland	3,170 00

Class 14:

Geo. K. Paul	1,338 75
J. J. Walworth & Co	1,206 12
John H. Bailey	1,562 00
Lockwood & Collins	1,582 00
Wm. A. Wheeler	*1,057 12
Wm. E. Spalding	1,466 50
C. C. Wentworth	1,331 75
Richard Dunbar	1,808 50
S. S. Rowland	1,346 00
John J. Bingham	2,927 50

Class 16:

Park Bro. & Co	2,850 00
Spalding & Parrott	3,100 00
Lockwood & Collins	2,840 00
Wm. A. Wheeler	2,813 30
Wm. E. Spalding	2,900 00
E. Wheeler & Sons	3,150 00
C. C. Wentworth	2,875 00
Wm. Porter & Sons	2,870 00
Richard Dunbar	3,760 00
S. S. Rowland	*2,800 00
John J. Bingham	3,140 00
Geo. Adams	2,990 00

Class 17:

Foster & Tower	1,006 25

Spalding & Parrott	$1,382 50
Lockwood & Collins	*894 50
Wm. A. Wheeler	976 25
Wm. E. Spalding	1,045 00
E. Wheeler & Sons	954 00
C. C. Wentworth	1,197 50
Richard Dunbar	1,958 50
S. S. Rowland	959 50
John J. Bingham	2,004 25

Class 18:

Reviere Copper Co	28,000 00
Lockwood & Collins	28,200 00
Wm. A. Wheeler	29,840 00
Wm. E. Spalding	29,800 00
Baltimore and Cuba Smelting and M. Co	30,125 00
E. Wheeler & Sons	32,900 00
C. C. Wentworth	29,325 00
Wm. Porter & Sons	30,100 00
Richard Dunbar	34,400 00
S. S. Rowland	*26,200 00
A. Harnical	30,400 00
Geo. Adams	30,650 00

Class 19:

John H. Bailey	2,880 00
Lockwood & Collins	2,255 00
Wm. A. Wheeler	2,475 00
Wm. E. Spalding	2,376 00
E. Wheeler & Sons	2,530 00
C. C. Wentworth	*1,954 00
Wm. Porter & Sons	2,412 50
Richard Dunbar	2,704 00
S. S. Rowland	2,372 00
A. Harnical	2,682 00
John J. Bingham	2,502 00
Geo. Adams	2,773 40

Class 20:

John H. Bailey	510 00
Lockwood & Collins	550 00
Wm. A Wheeler	500 00
Wm. E. Spalding	455 00
E. Wheeler & Sons	620 00
Frank Miller	530 00
Wm. Porter & Sons	560 00
Richard Dunbar	710 00
S. S. Rowland	*440 00
A. Harnical	585 00

Class 21:

John H. Bailey	*$200 00
Lockwood & Collins	200 00
Wm. A. Wheeler	210 00
Wm. E. Spalding	205 00
E. Wheeler & Sons	620 00
Frank Miller	215 00
William Porter & Sons	262 50
Richard Dunbar	343 75
S. S. Rowland	265 00

Class 22:

John H. Bailey	999 00
Lockwood & Collins	946 00
Wm. A. Wheeler	982 50
Wm. E. Spalding	*880 50
Frank Miller	918 00
Richard Dunbar	1,296 75
S. S. Rowland	1,026 00

Class 23:

Davis Bros	*581 00
J. M. Whittemore & Co	592 05
Wm. A. Wheeler	630 75
Richard Dunbar	1,243 51

Class 34:

Lockwood & Collins	1,983 44
Wm. A. Wheeler	1,871 00
William E. Spalding	*1,443 20
Isaac L. Allen	1,986 60
Wm. Porter & Sons	2,059 60
S. S. Rowland	1,928 80
Geo. Adams	2,274 20

Class 35:

Foster & Tower	*2,420 87
Lockwood & Collins	2,457 50
Wm. A. Wheeler	3,210 42
Wm. E. Spalding	2,678 25
E. Wheeler & Sons	3,158 00
C. C. Wentworth	2,552 65
Wm. Porter & Sons	2,918 86
Richard Dunbar	6,170 75
S. S. Rowland	2,870 50
John J. Bingham	3,333 87

Opened in presence of B. F. Isherwood, W. H. Allyn, W. H. H. Smith, July 31 and August 1, 1865.

Charlestown, Mass.

Class 1:

Wm. E. Coffin & Co	$4,110 77
Lockwood & Collins	3,688 50
Wm. A. Wheeler	3,977 75
Wm. E. Spalding	3,956 00
E. Wheeler & Sons	4,272 15
N. W. Coffin	4,215 12
C. C Wentworth	4,045 60
Wm. Porter & Sons	3,715 60
Richard Dunbar	5,944 00
S. S. Rowland	*3,391 60

Class 2:

Lockwood & Collins	$7,350 00
Wm. A. Wheeler	7,722 50
Wm. E. Spalding	7,425 00
N. W. Coffin	7,618 75
C. C. Wentworth	7,515 00
Wm. Porter & Sons	6,812 50
Richard Dunbar	8,550 00
S. S. Rowland	*6,750 00
Horace L. Brooke	8,375 00
James M. Shaw	8,737 50

Class 4:

H. W. Burr	$6,244 00
Hunt, Lyon & Co	5,990 00
Lockwood & Collins	6,220 00
Wm. A. Wheeler	6,753 00
Wm. E. Spalding	*4,576 00
E. Wheeler & Sons	8,850 00
New York Belting and Packing Co	6,464 00
C. C. Wentworth	7,955 00
Wm. Porter & Sons	8,749 00
Richard Dunbar	11,550 00
E. D. Lazelle	9,330 00
S. S. Rowland	6,820 00
John J. Bingham	6,586 00

Class 6:

Samuel Page & Son	1,623 60
Lockwood & Collins	*1,145 00
Wm. A. Wheeler	1,220 70
Wm. E. Spalding	1,158 40
Frank Miller	1,249 00
Wm. Macomber	1,611 70
Wm. Porter & Sons	1,243 50
Richard Dunbar	1,538 00
S. S. Rowland	1,228 80
George Adams	1,411 92

Class 7:

Samuel Page & Son	1,623 60
Lockwood & Collins	*1,145 00
Wm. A. Wheeler	1,220 70
Wm. E. Spalding	1,158 40
Frank Miller	1,249 00
Wm. Macomber	1,611 70
Wm. Porter & Sons	1,243 50
Richard Dunbar	1,538 00
S. S. Rowland	1,228 80
George Adams	1,411 92

Class 9:

Lockwood & Collins	*160 00
Wm. A. Wheeler	187 50
Wm. E. Spalding	205 00
E. Wheeler & Sons	360 00
Frank Miller	185 00
Wm. Macomber	205 00
Wm. Porter & Sons	195 00
Richard Dunbar	225 00
S. S. Rowland	210 00
George Adams	197 50
Southard, Herbert & Co	235 00

Class 10:

Lockwood & Collins	*3,592 50
Wm. A. Wheeler	4,216 10
Wm. E. Spalding	3,925 50
E. Wheeler & Sons	5,003 00
N. W. Conner	†216 12
C. C. Wentworth	5,286 15
Wm. Porter & Sons	5,431 75
Wm. Macomber	‡Informal.
S. S. Rowland	4,824 50

Class 11:

Foster & Tower	6,531 60
Lockwood & Collins	$6,398 00
Wm. A. Wheeler	9,468 40
Wm. E. Spalding	4,029 20
E. Wheeler & Sons	*2,248 50
C. C. Wentworth	6,346 60
S. S. Rowland	3,425 20

Class 12:

Chas. A. Seifirst	2,809 50
Lockwood & Collins	2,224 00
Wm. A. Wheeler	2,209 25
Wm. E. Spalding	*1,670 40
E. Wheeler & Sons	2,127 00
Wm. Porter & Sons	2,701 50
Richard Dunbar	4,533 50

Class 14:

Geo. K. Paul	961 55
J. J. Walworth & Co	*851 34
Lockwood & Collins	861 00
Wm. A. Wheeler	1,217 90
Wm. E. Spalding	1,194 30
N. W. Coffin	1,031 77
C. C. Wentworth	943 74
Wm. Porter & Sons	1,280 65
Richard Dunbar	2,251 85
S. S. Rowland	1,222 25
John J. Bingham	1,237 15
George Adams	1,558 75

Class 16:

Park Bro. & Co	672 50
Lockwood & Collins	664 00
Wm. A. Wheeler	*663 83
Wm. E. Spalding	690 00
E. Wheeler & Sons	746 25
C. C. Wentworth	705 83
Wm. Porter & Sons	707 00
Richard Dunbar	1,029 00
S. S. Rowland	704 25
George Adams	732 25

Class 17:

Foster & Tower	950 50
Lockwood & Collins	*813 30
Wm. A. Wheeler	893 70
Wm. E. Spalding	1,077 76
E. Wheeler & Sons	1,201 60
C. C. Wentworth	1,439 92
Richard Dunbar	1,419 85
S. S. Rowland	1,150 20
George Adams	1,469 65

Class 18:

Reviere Copper Company	$15,592 00
Lockwood & Collins	*15,259 50
Wm. A. Wheeler	17,586 59
Wm. E. Spalding	16,295 75
Baltimore & Cuba Smelting and Mining Company	16,028 00
E. Wheeler & Sons	17,484 50
C. C. Wentworth	15,853 00
Wm. Porter & Sons	17,075 00
S. S. Rowland	15,349 50
A. Harnical	17,012 50
George Adams	17,181 50

‡ Only bid for part of class.

Class 19:

Lockwood & Collins	$5,401 00
Wm. A. Wheeler	5,217 70
Wm. E. Spalding	5,389 50
E. Wheeler & Sons	6,000 00
C. C. Wentworth	5,737 00
Wm. Macomber	6,765 00
Wm. Porter & Sons	5,787 25
S. S. Rowland	*5,109 00
A. Harnical	5,460 00
George Adams	6,680 00

Class 20:

Lockwood & Collins	966 00
Wm. A. Wheeler	934 50
Wm. E. Spalding	*885 00
E. Wheeler & Sons	1,218 00
Frank Miller	1,062 00
Wm. Porter & Sons	1,053 00
Richard Dunbar	1,326 00
S. S. Rowland	906 00
A. Harnical	1,140 00
George Adams	1,179 00

Class 22:

Samuel Page & Son	2,277 50
Lockwood & Collins	*1,427 50
Wm. A. Wheeler	2,040 50
Wm. E. Spalding	1,892 75
Frank Miller	1,988 00
Richard Dunbar	6,677 00
S. S. Rowland	2,285 00
George Adams	2,309 25

Class 23:

J. M. Whittemore & Co	$584 35
Abram E Cutter	525 75
Wm. A. Wheeler	*496 75
Richard Dunbar	1,557 30

Class 26:

T. Edward Clark	2,876 50
N. W. Conner	*2,225 00
Richard Dunbar	2,935 00
George Adams	3,455 00

Class 34:

Lockwood & Collins	6,362 88
Wm. A. Wheeler	6,486 10
Wm. E. Spalding	*4,543 10
Isaac L. Allen	6,599 20
Wm. Porter & Sons	6,764 80
S. S. Rowland	6,044 00

Class 35:

Foster & Tower	1,239 80
Lockwood & Collins	1,623 80
Wm. A. Wheeler	1,511 71
Wm. E. Spalding	*1,230 94
E. Wheeler	1,548 10
C. C. Wentworth	1,776 07
Wm. Porter & Sons	1,452 00
S. S. Rowland	1,375 30

Opened in the presence of B. F. Isherwood, Wm. H. Allyn, Wm. H. H. Smith, July 31 and August 1, 1865.

Brooklyn, N. Y.

Class 1:

Lockwood & Collins	$8,320 00
Wm. A. Wheeler	9,032 50
Wm. E. Spalding	8,220 00
E. Wheeler & Sons	10,690 00
G. H. Creed	9,245 00
Wm. Porter & Sons	*7,325 00
S. S. Rowland	7,935 00
John J. Bingham	9,312 50

Class 2:

Sterling Iron and Railroad Company	10,600 00
Lockwood & Collins	11,200 00
Wm. A. Wheeler	9,535 00
Wm. E. Spalding	10,700 00
Wm. Porter & Sons	*7,500 00
S. S. Rowland	8,000 00
Horace L. Brooke	9,300 00
James M. Shaw	11,825 00

Class 3:

Thomas Cuthbert	15,210 00
Lockwood & Collins	12,425 00
Wm. A. Wheeler	*9,285 00
Wm. E. Spalding	11,230 00
E. Wheeler & Sons	$12,500 00
G. H. Creed	11,550 00
Wm. Porter & Sons	14,750 00
S. S. Rowland	12,225 00
John J. Bingham	10,850 00
George Adams	16,345 00
John Ashcroft	11,570 00

Class 4:

H. W. Burr	34,650 00
Hunt, Lyon & Co	36,690 00
Lockwood & Collins	*33,950 00
Wm. A. Wheeler	44,820 00
Wm. E. Spalding	35,825 00
E. Wheeler & Sons	49,150 00
New York Belting and Packing Company	36,380 00
G. H. Creed	36,245 00
Wm. Porter & Sons	42,425 00
E. D. Lazelle	46,615 80
S. S. Rowland	41,080 00
John J. Bingham	40,042 50

Class 5:

T. C. Lyman & Co	47,700 00
Lockwood & Collins	34,350 00
Wm. A. Wheeler	35,850 00

Wm. E. Spalding	$35,850 00
E. Wheeler & Sons	34,500 00
Lyle & Polhemus	35,025 00
G. H. Creed	36,750 00
S. S. Rowland	*31,500 00
Sylvanus Thomas	37,350 00
Frank Miller	32,850 00
Southard, Herbert & Co.	34,350 00
James M. Shaw	35,850 00

Class 6:

Lockwood & Collins	*7,400 00
Wm. A. Wheeler	8,254 00
Wm. E. Spalding	8,370 00
G. H. Creed	9,885 00
Wm. Macomber	10,005 00
Wm. Porter & Sons	9,195 00
S. S. Rowland	9,100 00
Geo. Adams	9,800 00
Frank Miller	8,610 00
Wm. Miller	9,345 00

Class 7:

T. C. Lyman & Co	49,600 00
Lockwood & Collins	33,400 00
Wm. A. Wheeler	38,600 00
Wm. E. Spalding	43,000 00
S. S. Rowland	31,000 00
Sylvanus Thomas	42,000 00
Frank Miller	†31,000 00
Southard, Herbert & Co.	36,800 00
Wm. Miller	42,000 00
James M. Shaw	38,600 00

Class 9:

T. C. Lyman & Co	7,082 00
Lockwood & Collins	*5,344 00
Wm. A. Wheeler	5,899 00
Wm. E. Spalding	6,264 00
E. Wheeler & Sons	6,260 00
G. H. Creed	6,196 00
Wm. Macomber	6,348 40
Wm. Porter & Sons	5,367 38
S. S. Rowland	5,636 00
John J. Bingham	5,664 00
Geo. Adams	6,048 00
Frank Miller	6,020 00
Southard, Herbert & Co.	6,324 00
Wm. Miller	6,386 00

Class 10:

A. A. Foster & Tower	26,912 45
Lockwood & Collins	*23,022 60
Wm. A. Wheeler	24,934 25
Wm. E. Spalding	25,538 25
E. Wheeler & Sons	29,956 00
G. H. Creed	29,909 25
Wm. Porter & Sons	27,589 50
S. S. Rowland	26,135 50
John J. Bingham	27,091 85

Class 11:

A. A. Foster & Tower	19,859 51
Lockwood & Collins	*15,750 50
Wm. A. Wheeler	$18,365 84
Wm. E. Spalding	19,926 50
E. Wheeler & Sons	22,815 00
G. H. Creed	19,109 59
S. S. Rowland	22,705 70
John J. Bingham	18,967 48
J. M. Wardwell	24,070 84
John Ashcroft	31,083 15

Class 12:

Lockwood & Collins	*6,150 00
Wm. A. Wheeler	8,320 00
Wm. E. Spalding	6,268 00
E. Wheeler & Sons	7,800 00
G. H. Creed	8,240 00
S. S. Rowland	7,880 00
John J. Bingham	8,320 00
Wm. Miller	9,270 00
John Ashcroft	9,320 00

Class 14:

Lockwood & Collins	11,175 00
Wm. A. Wheeler	10,480 90
Joseph Nason & Co	11,121 00
Felix Campbell	*10,015 00
Wm. Porter & Sons	10,753 55
S. S. Rowland	16,358 25
John J. Bingham	10,887 95
John Ashcroft	14,532 40

Class 16:

Park Bro. & Co	8,925 00
Lockwood & Collins	9,025 00
Wm. A. Wheeler	*8,591 00
Wm. E. Spalding	8,870 00
E. Wheeler & Sons	9,855 00
G. H. Creed	9,090 00
Wm. Porter & Sons	9,170 00
S. S Rowland	9,280 00
John J. Bingham	9,285 00
Geo. Adams	9,705 00
J. M. Wardwell	10,690 00

Class 17:

A. A. Foster & Tower	67,877 75
Lockwood & Collins	10,833 00
Wm. A. Wheeler	12,844 05
Wm. E. Spalding	12,025 50
E. Wheeler & Sons	16,345 00
G. H. Creed	*10,145 50
Wesley Smith	25,545 00
S. S. Rowland	12,952 00
John J. Bingham	17,794 00
J. M. Wardwell	10,690 00

Class 18:

Lockwood & Collins	*15,400 00
Wm. A. Wheeler	17,082 50
Wm. E. Spalding	16,700 00
Balt. and Cuba S. & M. Co.	16,820 00
G. H. Creed	18,590 00
Wm. Porter & Sons	16,897 50
S. S. Rowland	15,925 00
A. Harnical	17,200 00

†Awarded by lot to F. Miller, who refused to execute contract; offered to S. S. Rowland, who declined.

Class 19:

Lockwood & Collins	*$7,030 00
Wm. A. Wheeler	7,946 00
Wm. E. Spalding	7,690 00
E. Wheeler & Sons	8,430 00
G. H. Creed	8,842 00
Wm. Porter & Sons	7,697 50
S. S. Rowland	7,224 00
A. Harnical	8,520 00
John J. Bingham	7,671 80
Geo. Adams	8,892 64
Frank Miller	9,460 00
Wm. Miller	8,510 00

Class 20:

Lockwood & Collins	2,400 00
Wm. A. Wheeler	2,380 00
Wm. E. Spalding	*2,150 00
E. Wheeler & Sons	3,000 00
Frothingham & Fisher	2,790 00
G. H. Creed	2,600 00
Wm. Porter & Sons	2,587 50
S. S. Rowland	2,400 00
A. Harnical	2,800 00
Frank Miller	2,800 00
Wm. Miller	2,800 00

Class 21:

Lockwood & Collins	1,015 00
Wm. A. Wheeler	892 00
Wm. E. Spalding	*870 00
E. Wheeler & Sons	1,460 00
Frothingham & Fisher	970 00
G. H. Creed	1,300 00
Wm. Porter & Sons	1,000 00
S. S. Rowland	1,390 00
Frank Miller	1,040 00
Wm. Miller	1,040 00

Class 22:

Lockwood & Collins	8,530 00
Wm. A. Wheeler	9,200 00
Wm. E. Spalding	*7,915 25
S. S. Rowland	11,780 00
Frank Miller	8,197 50
Wm. Miller	10,212 50

Class 23:

J. M. Whittemore & Co.	*4,869 00
Wm. A. Wheeler	5,505 05
Wm. H. Arthur	5,072 50

Class 25:

Watson & Pittinger	*1,540 00
N. W. Conner	1,770 00
Wesley Smith	2,260 00

Class 26:

T. Edward Clark	4,500 00
Watson & Pittinger	*2,880 00
N. W. Conner	4,170 00
Wesley Smith	*$4,800 00
John J. Bingham	3,900 00

Class 27:

Watson & Pittinger	*610 00
N. W. Conner	732 00
Wesley Smith	840 00

Class 28:

Watson & Pittinger	*1,475 00
N. W. Conner	2,397 00

Class 29.

Lockwood & Collins	2,383 00
W. A. Wheeler	3,247 50
Wm. E. Spalding	3,175 00
E. Wheeler & Sons	2,875 00
Wm. Porter & Sons	*2,082 50
S. S. Rowland	2,335 00

Class 31:

Richard Dudgeon	7,275 00
Lockwood & Collins	5,945 00
Wm. A. Wheeler	*4,975 00
Wm. E. Spalding	6,168 00
E. Wheeler & Sons	6,975 00
G. H. Creed	6,010 00
S. S. Rowland	5,090 00

Class 32:

Lockwood & Collins	440 00
Wm. A. Wheeler	510 00
Wm. E. Spalding	380 00
John J. Bingham	*310 00

Class 34:

A. A. Foster & Tower	8,000 00
Lockwood & Collins	12,110 00
Wm. A. Wheeler	8,425 00
Wm. E. Spalding	*7,390 00
Isaac L. Allen	11,880 00
G. H. Creed	10,165 00
Wm. Porter & Sons	9,170 00
John J. Bingham	8,540 00
Geo. Adams	†7,315 00

Class 35:

A. A. Foster & Tower	9,274 25
Lockwood & Collins	*7,510 00
Wm. A. Wheeler	9,521 25
Wm. E. Spalding	8,687 75
E. Wheeler & Sons	10,707 00
G. H. Creed	10,982 00
Wm. Porter & Sons	10,904 13
S. S. Rowland	9,100 50
John J. Bingham	9,158 12
J. M. Wardwell	10,834 70

Opened in presence of B. F. Isherwood, W H. Allyn, Wm. H. H. Smith, July 31 and August 1, 1865.

† Defaulter on previous contracts with the bureau.

Philadelphia, Pa.

Class 1:

Lockwood & Collins	$3,045 00
Wm. A. Wheeler	3,112 50
W. E. Spalding	2,980 00
E. Wheeler & Sons	3,300 00
Wm. F. Potts	3,430 00
Wm. Porter & Sons	*2,740 00
Richard Dunbar	4,185 00

Class 3:

Lockwood & Collins	4,500 00
Wm. A. Wheeler	*3,275 00
Wm. E. Spalding	3,825 00
E. Wheeler & Sons	4,250 00
Chas. M. Ghriskey	5,000 00
Wm. Porter & Sons	5,075 00
Richard Dunbar	5,000 00
S. S. Rowland	5,250 00
John J. Bingham	3,875 00
Geo. Adams	6,225 00

Class 4:

H. W. Burr	*2,879 00
Hunt, Lyon & Co	3,825 00
Henry N. Hall	4,510 00
Lockwood & Collins	3,860 00
Wm. A. Wheeler	4,386 00
Wm. E. Spalding	3,825 00
E. Wheeler & Sons	5,300 00
Frank Miller	4,287 00
N. Y. Belt'g & Pack'g Co.	3,600 00
Chas. M. Ghriskey	5,175 00
Wm. Porter & Sons	4,880 00
Richard Dunbar	6,495 00
E. D Lazelle	4,901 00
S. S. Rowland	4,320 00
John J. Bingham	4,436 00
Smith & Richardson	4,995 00

Class 5:

Lockwood & Collins	11,750 00
Wm. A. Wheeler	11,950 00
Wm. E. Spalding	12,050 00
E. Wheeler & Sons	12,000 00
Lyle & Polhamus	11,500 00
Frank Miller	10,950 00
Richard Dunbar	12,000 00
S. S. Rowland	11,750 00
Sylvanus Thomas	12,450 00
Southard, Herbert & Co.	*11,350 00
James M. Shaw	12,250 00

Class 6:

Lockwood & Collins	2,705 00
Wm. A. Wheeler	2,903 75
Wm. E. Spalding	*2,682 50
E. Wheeler & Sons	3,275 00
Frank Miller	2,870 00
Chas. M. Ghriskey	3,100 00
Wm. Porter & Sons	2,855 00
Richard Dunbar	3,070 00
S. S. Rowland	3,112 50
George Adams	3,251 25
James M. Shaw	3,272 50

Class 9:

Lockwood & Collins	*$1,077 00
Wm. A. Wheeler	1,217 00
Wm. E. Spalding	1,260 00
E. Wheeler & Sons	1,465 00
Frank Miller	1,175 00
Paul J. Field	1,375 00
Chas. M. Ghriskey	1,505 00
Wm. Porter & Sons	1,095 00
Richard Dunbar	1,425 50
S. S. Rowland	1,340 00
John J. Bingham	1,175 00
George Adams	1,247 50
Southard, Herbert & Co.	1,297 50
Wm. Macomber	1,307 50

Class 10:

Lockwood & Collins	*20,779 90
Wm. A. Wheeler	21,965 63
Wm. E. Spalding	24,222 50
E. Wheeler & Sons	24,747 00
Chas. M. Ghriskey	32,228 20
Wm. Porter & Sons	23,133 60
Richard Dunbar	35,551 60

Class 11:

Foster & Tower	2,576 30
Wm. H. Sowers	3,477 10
Lockwood & Collins	2,859 00
Wm. A. Wheeler	*2,402 12
Wm. E. Spalding	2,646 42
E. Wheeler & Sons	2,867 00
Chas. M. Ghriskey	3,205 60
Smith & Richardson	2,979 88

Class 12:

Lockwood & Collins	*747 00
Wm. A. Wheeler	873 00
Wm. E. Spalding	897 75
E. Wheeler & Sons	1,080 00
Chas. M. Ghriskey	903 75
Wm. Porter & Sons	1,030 50
Richard Dunbar	1,635 00
S. S. Rowland	1,485 00

Class 14:

Lockwood & Collins	230 00
Wm A. Wheeler	242 00
Wm Porter & Sons	*230 00
Richard Dunbar	768 00
S. S. Rowland	270 00
John J. Bingham	450 00

Class 16:

Park Bro. & Co	720 00
Lockwood & Collins	770 00
Wm. A. Wheeler	*717 40
Wm. E. Spalding	736 00
E. Wheeler & Sons	800 00
Wm. F. Potts	880 00
Paul J. Field	1,140 00
Chas. M. Ghriskey	1,030 00
Wm. Porter & Sons	790 00

Richard Dunbar	$1,120 00
S. S. Rowland	830 00
Geo. Adams	778 00
Class 17:	
Foster & Tower	560 00
Lockwood & Collins	*530 00
Wm. A. Wheeler	546 00
Wm. E. Spalding	580 00
E. Wheeler & Sons	650 00
Paul J. Field	742 50
Chas. M. Ghriskey	780 00
Richard Dunbar	710 00
S. S. Rowland	655 00
Class 18:	
Reviere Copper Co	6,200 00
Lockwood & Collins	*5,800 00
Wm. A. Wheeler	6,700 00
Wm. E. Spalding	6,300 00
Balt. and Cuba S. and M. Co	6,100 00
E. Wheeler & Sons	6,600 00
Wm. Porter & Sons	6,600 00
Richard Dudgeon	7,000 00
S. S. Rowland	6,400 00
A. Harnical	6,400 00
Geo. Adams	6,600 00
Class 19:	
Lockwood & Collins	*370 00
Wm. A. Wheeler	413 00
Wm. E. Spalding	430 00
E. Wheeler & Sons	420 00
Frank Miller	400 00
Paul J. Field	460 00
Chas. M. Ghriskey	490 00
Wm. Porter & Sons	400 00
Richard Dunbar	450 00
S. S. Rowland	420 00
A. Harnical	450 00
Geo. Adams	460 00
Class 20:	
Robert Shoemaker	1,450 00
Lockwood & Collins	1,200 00
Wm. A. Wheeler	1,250 00
Wm. E. Spalding	*$1,125 00
E. Wheeler & Sons	1,600 00
Frank Miller	1,400 00
Wm. Porter & Sons	1,350 00
Richard Dunbar	1,700 00
S. S. Rowland	1,400 00
A. Harnical	1,500 00
Class 22:	
Robert Shoemaker	2,122 50
Lockwood & Collins	*1,504 00
Wm. A. Wheeler	1,783 00
Wm E. Spalding	1,726 50
E. Wheeler & Sons	2,655 00
Frank Miller	1,531 00
Richard Dunbar	2,156 00
S. S. Rowland	2,054 00
Class 23:	
Ferdinand Foster	*995 08
Wm. A. Wheeler	1,148 00
E. Wheeler & Sons	3,482 45
Wm. F. Murphy & Son	1,291 96
Richard Dunbar	1,392 13
Class 24:	
T. Edward Clark	1,600 00
Wm. A. Wheeler	1,650 00
Paul J. Field	1,700 00
Richard Dunbar	*1,200 00
Class 34:	
Foster & Tower	4,165 00
Lockwood & Collins	4,502 50
Wm. A. Wheeler	4,303 75
Wm. E. Spalding	*2,857 75
E. Wheeler & Sons	4,625 00
Isaac L. Allen	4,570 00
Chas. M. Ghriskey	4,891 67
Wm. Porter & Sons	3,760 00
Richard Dunbar	5,556 25
S. S. Rowland	4,625 00
Smith & Richardson	3,845 00

Opened in presence of B. F. Isherwood, W. H. Allyn, W. H. H. Smith, July 31 and August 1, 1865.

Washington, D. C.

Class 2:	
Sterling Iron and R. R. Co	$15,750 00
Wm. E. Coffin & Co	14,450 00
Lockwood & Collins	16,500 00
Wm. A. Wheeler	15,025 00
Wm. E. Spalding	16,300 00
E. Wheeler & Sons	13,450 00
Sam'l F. Savage	15,625 00
James W. Hopkins	†Informal.
James M. Shaw	15,237 50
Alex. R. Shepherd	14,300 00
Wm. Porter & Sons	17,040 00
Richard Dunbar	$*12,000 00
Horace L. Brooke	13,600 00
Class 4:	
H. W. Burr	*1,467 90
Henry A. Hall	1,740 00
Lockwood & Collins	2,313 00
Wm. A. Wheeler	1,556 80
Wm. E. Spalding	1,873 00
E. Wheeler & Sons	2,108 00
Sam'l F. Savage	1,686 50
Frank Miller	1,648 50

N. Y. Belt'g & Pack'g Co.	$1,786 00
Alex. R. Shepherd	1,727 00
Wm. Porter & Sons	2,180 00
Richard Dunbar	3,203 00
E. D. Lazelle	1 991 65
S. S. Rowland	2,112 50
John J. Bingham	1,555 00

Class 5:

Lockwood & Collins	4,700 00
Wm. A. Wheeler	4,820 00
Wm. E. Spalding	4,820 00
King & Burchell	*4,280 00
E. Wheeler & Sons	4,600 00
Frank Miller	4,360 00
James M. Shaw	4,980 00
Alex. R. Shepherd	4,600 00
Richard Dunbar	4,800 00
S. S. Rowland	5,000 00
Sylvanus Thomas	4,980 00
Southard, Herbert & Co	4,580 00

Class 6:

Lockwood & Collins	*399 00
Wm. A. Wheeler	418 50
Wm. E. Spalding	400 50
E. Wheeler & Sons	510 00
Frank Miller	429 00
Wm. Macomber	514 80
Alex. R. Shepherd	433 50
Wm. Porter & Sons	445 50
Richard Dunbar	501 30
S. S. Rowland	457 50
Geo. Adams	513 00

Class 7:

Lockwood & Collins	1,700 00
Wm. A. Wheeler	2,090 00
Wm. E. Spalding	2,170 00
King & Burchell	1,940 00
E. Wheeler & Sons	2,500 00
Frank Miller	†1,540 00
James M. Shaw	2,130 00
Alex. R. Shepherd	2,100 00
Wm. Porter & Sons	1,825 00
Richard Dunbar	2,380 00
S. S. Rowland	1,750 00
Sylvanus Thomas	2,150 00
Southard, Herbert & Co	1,970 00

Class 8:

T. Edward Clark	1,500 00
Watson & Pittinger	*500 00
Wm. A. Wheeler	500 00
N. W. Conner	940 00
Alex. R. Shepherd	950 00
Richard Dunbar	950 00

Class 9:

Lockwood & Collins	*230 00
Wm. A. Wheeler	288 00
Wm. E. Spalding	268 00
King & Burchell	232 00
E. Wheeler & Sons	252 50
Sam'l F. Savage	$250 00
Frank Miller	258 50
Chas. M. Ghriskey	352 50
Alex. R. Shepherd	260 00
Wm. Porter & Sons	240 00
Richard Dunbar	335 00
S. S. Rowland	290 00
Geo. Adams	271 00
Southard, Herbert & Co	289 00

Class 10:

Lockwood & Collins	*1,175 43
Wm. A. Wheeler	1,528 46
Wm. E. Spalding	1,341 28
E. Wheeler & Sons	1,325 88
Samuel F. Savage	1,318 63
Charles M. Ghriskey	1,948 15
Alex. R. Shepherd	5,922 50
Wm. Porter & Sons	1,654 29
Richard Dunbar	2,008 42
S. S. Rowland	1,319 54

Class 11:

Foster & Tower	1,121 00
Lockwood & Collins	*562 00
Wm. A. Wheeler	644 45
Wm. E. Spalding	1,106 00
E. Wheeler & Sons	853 00
Samuel F. Savage	1,008 50
Charles M. Ghriskey	1,227 00
Alex. R. Shoemaker	658 50
Richard Dunbar	1,387 50
S. S. Rowland	660 00

Class 12:

J. J. Walworth & Co	180 00
Lockwood & Collins	210 00
Wm. A. Wheeler	*165 00
Wm. E. Spalding	216 00
Samuel F. Savage	204 00
Charles M. Ghriskey	285 00
Alex. R. Shepherd	240 00
Wm. Porter & Sons	179 94
Richard Dunbar	450 00

Class 17:

Foster & Tower	549 00
Lockwood & Collins	558 00
Wm. A. Wheeler	560 00
Wm. E. Spalding	579 00
E. Wheeler & Sons	647 50
Samuel F. Savage	584 00
Charles M. Ghriskey	656 00
Alex. R. Shepherd	*490 00
Richard Dunbar	848 00
S. S. Rowland	736 00

Class 18:

Reviere Copper Company	48,000 00
Lockwood & Collins	*43,770 00
Wm. A. Wheeler	50,925 00
Wm. E. Spalding	46,410 00
Baltimore & Cuba Smelting and Mining Company	45,750 00

†Refused to execute contract; offered to Lockwood & Collins, declined.

E. Wheeler & Sons	$49,500 00
Samuel F. Savage	45,660 00
Alex. R. Shepherd	50,250 00
Wm. Porter & Sons	47,250 00
Richard Dunbar	48,000 00
S. S. Rowland	48,000 00
A. Harnical	49,500 00

Class 19:

Lockwood & Collins	*4,470 00
Wm. A. Wheeler	4,864 50
Wm. E. Spalding	5,205 00
E. Wheeler & Sons	5,090 00
Samuel F. Savage	4,917 00
Frank Miller	4,900 00
Alex. R. Shepherd	5,710 00
Wm. Porter & Sons	4,675 00
Richard Dunbar	5,780 00
S. S. Rowland	4,965 00
A. Harnical	5,450 00
John J. Bingham	5,100 00
Geo. Adams	5,695 00

Class 20:

Lockwood & Collins	360 00
Wm. A. Wheeler	375 00
Wm. E. Spalding	*322 50
E. Wheeler & Sons	510 00
Frothingham & Fisher	418 50
Frank Miller	420 00
Alex. R. Shepherd	420 00
Wm. Porter & Sons	420 00
Richard Dunbar	440 00
S. S. Rowland	420 00
A. Harnical	435 00

Class 21:

Lockwood & Collins	$*246 00
Wm. A. Wheeler	330 00
Wm. E. Spalding	270 00
E. Wheeler and Sons	360 00
Frothingham & Fisher	270 00
Frank Miller	255 00
Alex. R. Shepherd	360 00
Wm. Porter & Sons	345 00
Richard Dunbar	435 00
S. S. Rowland	420 00

Class 22:

Lockwood & Collins	*601 25
Wm. A. Wheeler	658 13
Wm E. Spalding	627 37
Frank Miller	683 87
Alex. R. Shepherd	854 50
Richard Dunbar	803 10

Class 23:

Wm. A. Wheeler	*399 25
Richard Dunbar	†392 23

Class 24:

T. Edward Clark	1,750 00
Watson and Pittinger	2,500 00
Wm. A. Wheeler	3,500 00
N. W. Conner	1,625 00
Alex. R. Shepherd	*1,500 00
Richard Dunbar	2,500 00

Opened in presence of B. F. Isherwood, W. H. Allyn, Wm. H. H. Smith, July 31 and August 1, 1865.

Norfolk, Va.

Class 1:

Lockwood & Collins	$9,000 00
Wm. A. Wheeler	9,857 50
Wm. E. Spalding	*8,700 00
E. Wheeler & Sons	11,490 00
Chas. C. Wentworth	9,055 00
Alex. R. Shepherd	10,400 00
Wm. Porter & Sons	8,705 00
Richard Dunbar	11,550 00
John J. Bingham	11,210 00

Class 2:

Sterling Iron and R. R. Co.	13,450 00
Wm. E. Coffin & Co	10,525 00
Lockwood & Collins	13,000 00
Wm. A. Wheeler	10,720 50
Wm. E. Spalding	10,410 00
E. Wheeler & Sons	9,500 00
Chas. C. Wentworth	13,350 00
Alex. R. Shepherd	10,170 00
Wm. Porter & Sons	9,325 00
Richard Dunbar	9,150 00
Horace L. Brooke	*9,050 00
James M. Shaw	11,065 00

Class 3:

Lockwood & Collins	2,850 00
Wm. A. Wheeler	$2,685 00
Wm. E. Spalding	2,385 00
E. Wheeler & Sons	2,700 00
Chas. C. Wentworth	5,220 00
Alex. R. Shepherd	3,000 00
Wm Porter & Sons	3,075 00
Richard Dunbar	3,150 00
S. S. Rowland	2,625 00
John J. Bingham	*2,325 00
Geo. Adams	6,000 00

Class 4:

H. W. Burr	5,805 00
Hunt, Lyon & Co	5,740 00
Lockwood & Collins	6,000 00
Wm. A. Wheeler	6,135 00
Wm. E. Spalding	*5,200 00
E. Wheeler & Sons	8,750 00
N. Y. Belt'g & Pack'g Co.	6,220 00
Chas. C. Wentworth	7,115 00
Alex. R. Shepherd	7,020 00
Wm. Porter & Sons	7,075 00
Richard Dunbar	10,850 00
E. D. Lazelle	10,136 60
S. S. Rowland	6,810 00
John J. Bingham	6,500 00

Class 5:

S. Patterson	48,750 00

* Accepted.

† Informal.

Lockwood & Collins	$35,250 00
Wm. A. Wheeler	36,150 00
Wm. E. Spalding	36,000 00
E. Wheeler & Sons	37,500 00
Alex. R. Shepherd	34,500 00
Richard Dunbar	41,250 00
S. S. Rowland	34,500 00
Sylvanus Thomas	37,350 00
Frank Miller	†32,850 00
Southard, Herbert & Co.	34,950 00
James M. Shaw	37,050 00

Class 6:

S. Patterson	8,860 00
Lockwood & Collins	*6,100 00
Wm. A. Wheeler	6,710 00
Wm. E. Spalding	6,210 00
E. Wheeler & Sons	8,000 00
Alex. R. Shepherd	6,750 00
Wm. Porter & Sons	6,770 00
Richard Dunbar	8,070 00
S. S. Rowland	8,000 00
Geo. Adams	8,200 00
Frank Miller	6,650 00
Wm. Macomber	8,600 00

Class 7:

S. Patterson	15,500 00
Lockwood & Collins	8,500 00
Wm. A. Wheeler	10,450 00
Wm. E. Spalding	10,850 00
E. Wheeler & Sons	10,000 00
Alex. R. Shepherd	11,250 00
Richard Dunbar	11,875 00
S. S. Rowland	8,750 00
Sylvanus Thomas	10,750 00
Frank Miller	‡7,750 00
Southard, Herbert & Co.	9,650 00
James M. Shaw	10,850 00

Class 9:

S. Patterson	1,030 00
Lockwood & Collins	*820 00
Wm. A. Wheeler	887 50
Wm. E. Spalding	920 00
E. Wheeler & Sons	1,040 00
Wm. Macomber	1,010 00
Wm. Porter & Sons	850 00
Richard Dunbar	1,052 50
S. S. Rowland	1,000 00
John J. Bingham	830 00
Geo. Adams	920 00
Frank Miller	840 00
Southard, Herbert & Co.	940 00

Class 10:

S. Patterson	76,015 90
Foster & Tower	59,552 00
Lockwood & Collins	57,947 50
Wm. A. Wheeler	54,513 15
Wm. E. Spalding	61,831 50
E. Wheeler & Sons	74,242 50
Chas. C. Wentworth	81,268 60
Alex. R. Shepherd	*49,857 50
Wm. Porter & Sons	$61,051 25
Richard Dunbar	153,352 15
John J. Bingham	62,100 75

Class 11:

Foster & Tower	12,583 85
Lockwood & Collins	12,010 30
Wm. A. Wheeler	10,212 39
Wm. E. Spalding	9,550 95
E. Wheeler & Sons	*9,507 00
C. C. Wentworth	12,875 39
Alex. R. Shepherd	10,194 69
John J. Bingham	11,457 75

Class 12:

Lockwood & Collins	4,712 50
Wm. A. Wheeler	3,731 70
Wm. E. Spalding	*3,473 00
E. Wheeler & Sons	4,020 00
Alex R. Shepherd	6,980 00
Wm. Porter & Sons	6,593 00

Class 14:

Lockwood & Collins	957 00
Wm. A. Wheeler	789 75
Wm. E. Spalding	1,060 25
C C. Wentworth	*694 50
Alex. R. Shepherd	1,393 00
Wm. Porter & Sons	852 50
S. S. Rowland	1,362 00
John J. Bingham	2,273 00

Class 16:

Park Bro. & Co	3,390 00
Lockwood & Collins	3,410 00
Wm. A. Wheeler	*3,114 50
Wm. E. Spalding	3,410 00
E. Wheeler & Sons	3,680 00
C. C. Wentworth	3,855 00
Alex. R. Shepherd	3,740 00
Wm. Porter & Sons	3,700 00
Richard Dunbar	5,365 00
S. S. Rowland	3,810 00
John J. Bingham	3,680 00
Geo. Adams	4,010 00

Class 17:

S. Patterson	2,345 75
Foster & Tower	1,558 10
Lockwood & Collins	1,548 00
Wm. A. Wheeler	*1,534 50
Wm. E. Spalding	1,609 00
E. Wheeler & Sons	1,850 00
C. C. Wentworth	2,406 50
Alex. R. Shepherd	2,345 00
Richard Dunbar	§528 00
S. S. Rowland	1,736 00
John J. Bingham	3,567 50

Class 18:

S. Patterson	15,260 00
Reviere Copper Company	11,800 00

† Refused to execute contract; offered to S. S. Rowland; declined.
‡ Refused to execute contract; offered to Lockwood & Collins; declined. § Informal.

Lockwood & Collins	*$11,510 00
William A. Wheeler	12,377 00
William E. Spalding	12,310 00
Balt. and Cuba S. & M. Co.	11,685 00
E. Wheeler & Sons	13,750 00
C. C. Wentworth	11,742 50
Alex. R. Shepherd	13,445 00
William Porter & Sons	12,548 75
Richard Dunbar	14,725 00
S. S. Rowland	11,580 00
A. Harnical	12,405 00
George Adams	11,790 00

Class 19:

S. Patterson	3,265 00
Lockwood & Collins	2,385 00
William A. Wheeler	2,565 00
William E. Spalding	2,582 00
E. Wheeler & Sons	2,700 00
C. C. Wentworth	2,468 50
Alex. R. Shepherd	2,765 00
William Porter & Sons	2,620 00
Richard Dunbar	3,310 25
S. S. Rowland	*2,300 00
A. Harnical	2,685 00
George Adams	3,090 00

Class 20:

S. Patterson	1,920 00
Lockwood & Collins	1,500 00
William A. Wheeler	1,560 00
William E. Spalding	*1,200 00
E Wheeler & Sons	2,040 00
Frothingham & Fisher	1,674 00
Alex. R. Shepherd	1,680 00
William Porter & Sons	1,740 00
Richard Dunbar	2,220 00
S. S. Rowland	1,680 00
A. Harnical	1,800 00
Frank Miller	1,680 00

Class 21:

S. Patterson	1,125 00
Lockwood & Collins	796 00
William A. Wheeler	$800 00
William E. Spalding	*750 00
E. Wheeler & Sons	1,200 00
Frothingham & Fisher	800 00
Alex. R. Shepherd	1,050 00
William Porter & Sons	1,050 00
Richard Dunbar	1,387 50
S. S. Rowland	1,200 00
Frank Miller	850 00

Class 22:

Lockwood & Collins	2,973 00
William A. Wheeler	3,136 75
William E. Spalding	*2,797 50
Alex. R. Shepherd	4,544 00
Richard Dunbar	3,838 00
Frank Miller	2,980 00

Class 23:†

William A. Wheeler	‡4,347 50
Richard Dunbar	5,579 25

Class 26:

S. Patterson	1,192 50
T. Edward Clark	1,125 00
Watson & Pittinger	*825 00
N. W. Conner	835 00
Richard Dunbar	1,125 00

Class 27:

S. Patterson	150 00
Watson & Pittinger	70 00
N. W. Conner	*65 00
Richard Dunbar	100 00

Class 28:

S. Patterson	420 00
T. Edward Clark	420 00
Watson & Pittinger	480 00
N. W. Conner	*358 80
Richard Dunbar	360 00

‡No contract awarded; prices too high.

†Informal; prices in pencil.

Opened in presence of—

B. F. ISHERWOOD,
WM. H. H. ALLYN,
WM. H. SMYTH.

JULY 31 AND AUGUST 1, 1865–'66.

SCHEDULE OF MATERIALS REQUIRED AT THE SEVERAL NAVY YARDS FOR THE FISCAL YEAR 1865-'66.

(Contracts dated August 10, 1865.)

S. S. Rowland, New York.

Class No. 1, boiler iron, &c.

20,000 pounds best American flange iron to stand the severest flanging test, dimensions as required	$0 07	per pound.
20,000 pounds best boiler iron, dimensions as required	05	per pound.
8,000 pounds Pembroke boiler rivets, as required	07	per pound.
2,000 pounds angle iron, as required	05	per pound.
1,000 pounds T iron, as required	04	per pound.
4,000 pounds galvanized sheet iron	12	per pound.
4,000 pounds wrought-iron punched nuts, hexagon, assorted	13	per pound.
6,000 wrought-iron punched nuts, square, assorted	11	per pound.
4,000 pounds best Pembroke rivet iron, $\frac{1}{8}$ to 1 inch	07	per pound.
10,000 pounds best Pembroke iron, round, 1 to 3 inches	07	per pound.
300 pounds button-head rivets, assorted	07	per pound.
200 pounds iron tinned rivets, assorted	10	per pound.
15,000 pounds best Pembroké flat and square iron, as required	04	per pound.
20,000 pounds smoke-pipe iron, $\frac{1}{8}$ to $\frac{3}{16}$ inch thick	06	per pound.

The iron to be of the best refined American manufacture, of which the commandant of the yard must have satisfactory evidence; to be true to the sizes, free from all defects, and the plate and boiler iron to be of the best charcoal bloom.

The quantity of each description, and of any intermediate size, to be as the commandant of the yard may direct, and to whom all applications for information or inspection of samples will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before 30th June, 1866; unless earlier required, with a notice of twelve days.

William A. Wheeler, New York.

Class No. 3, boiler felting.

5,000 square yards boiler felting, $1\frac{1}{2}$ inch thick, weighing (thoroughly dry) not less than ten pounds per square yard, wool backing	$1 31	per square yard.

To be of the first quality, with no admixture of vegetable fibre, strongly backed, and well tacked.

One-third part to be delivered on or before the 1st December next; one third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applicationsf or information or inspection of samples will be made to the commandant of the yard.

Blagge & Soper, Boston.

Class No. 4, gum-packing, &c.

3,000 pounds sheet rubber packing, with cloth insertion, assorted	$0 39	per pound.
1,500 pounds Tuck's rubber packing, assorted	84	per pound.
2,000 feet 3 ply rubber hose, $2\frac{1}{4}$ inches diameter inside, without coupling	60	per foot.
500 feet 2-ply rubber hose, $1\frac{1}{4}$ inch diameter inside, without coupling	30	per foot.
300 feet 2-ply rubber hose, 1 inch diameter inside, without coupling	29	per foot.
100 feet 2-ply rubber hose, $\frac{7}{8}$ inch diameter inside, without coupling	27	per foot.
1,000 pounds rubber valves, as required	70	per pound.
500 pounds rubber gaskets, man-hole and hand-hole, as required	43	per pound.
600 pounds Bottischer packing, for superheated steam, as required	2 00	per pound.

One third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

S. S. Rowland, New York.

Class No. 5, sperm oil.

1,500 gallons pure winter-strained sperm oil	$2 10	per gallon.

To be of the best quality pure winter-strained or bagged, free from mixture with other or inferior oils and adulterations, and must remain in a sufficiently fluid state for free burning in lamps at a temperature of 32° or lower of Fahrenheit's standard thermometer.

The usual means for determining the character and quality of the oil will be used, viz: for specific gravity, by burning to determine the length of time the oil will burn in untrimmed capillary or jacket lamps; the amount of residuum in each lamp after extinction; and, if necessary, any other proper tests to arrive at correct conclusions.

To be delivered in tight and suitable vessels, in casks containing from 45 to 150 gallons.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

Lockwood & Collins, New York.

Class No. 6, linseed oil, &c.

500 gallons linseed oil	$1 20	per gallon.
100 gallons alcohol, 95 per cent. proof	4 00	per gallon.
50 gallons benzine	30	per gallon.

All to be of the best quality, and to be delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days All applications for information or inspection of samples will be made to the commandant of the yard.

S. S. Rowland, New York.

Class No. 7, lard oil.

500 gallons pure lard oil, for lubricating	$1 45	per gallon.

To be of the best quality, and delivered in tight and suitable vessels, as required during the fiscal year, on receiving a notice of twelve days from the commandant of the yard or navy agent. All applications for information or inspection of samples will be made to the commandant of the yard.

S. S. Rowland, New York.

Class No. 9, tallow and soap.

5,000 pounds best beef tallow, pure, and free from dirt, grit, and water	$0 10	per pound.
300 pounds brown soap, per sample	15	per pound.

To be of the best quality, and delivered as required during the fiscal year, on receiving a notice of twelve days from the commandant of the yard or navy agent. All applications for information or inspection of samples will be made to the commandant of the yard.

William E. Spalding, Washington.

Class No. 10, engineers' stores.

6 barrels resin, No. 1, 280 pounds net in each barrel	$11 00	per barrel.
60 corn brooms, per sample	49	each.
12 dust brushes, per sample	50	each.
100 pounds lamp wicking, per sample	69	per pound.
30 gross lamp wicks, circular	1 45	per gross.
400 lamp chimneys	09	each.
4 dozen log slates	10 00	per dozen.
100 pounds potash	10	per pound.
100 pounds rottenstone	06	per pound.
50 scrubbing brushes, per sample	29	each.

10 dozen water-gauge tubes, white glass, 12 to 20 inches long, $\frac{5}{8}$ inch diameter inside, inch diameter outside, as required	$5 00	per dozen.
50 whitewash brushes, per sample	90	each.
20 barrels pipe clay	6 25	per barrel.
6 tape lines, 100 feet, metallic	6 00	each.
500 pounds Martin's metallic packing, as required	40	per pound.
500 pounds McCartney's metallic packing, as required	25	per pound.
3 grindstones, 150 pounds each, mounted	9 00	each.
500 baskets, for coaling, hide-bound, per sample	1 33	each.
3 Fairbanks's scales, to weigh 200 pounds	15 00	each.
6 lamps, for shaft alley, with parabolic reflectors, per sample	9 00	each.
100 pounds pulverized quartz, per sample, suitable for grinding valves	03	per pound.
50 sash tools, assorted, per sample	20	each.
3,000 fire bricks, per sample	39 00	per M.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 11, engineers' tools.

5 anvils, 200 pounds each, eagle	$18 00	each.
10 cast-iron vices, parallel jaws, 6 inches	9 00	each.
6 cast-iron vices, parallel jaws, 3 inches	6 00	each.
12 hand axes, with handles	1 40	each.
24 chopping axes, with handles	1 45	each.
6 ratchet braces, No 1, per sample	7 00	each.
6 ratchet braces, No. 5, per sample	9 00	each.
6 Woodman's portable driller, No. 4	66 00	each.
3 steel squares, (blacksmiths',) per sample	90	each.
6 steel squares, (machinists',) per sample	90	each.
12 two-foot four-fold rules, brass bound	1 00	each.
6 tinners' shears, No. 4, per sample	12 00	each.
2 dozen Coe's screw wrenches, 6 inches	9 00	per dozen.
2 dozen Coe's screw wrenches, 12 inches	12 00	per dozen.
*2 dozen Coe's screw wrenches, 15 inches	15 00	per dozen.
1 dozen Coe's screw wrenches, 21 inches	18 00	per dozen.
6 hand vices, assorted, per sample	9 00	each.
3 bellows, (blacksmiths',) 32 inches wide	9 00	each.
6 pairs calipers, 20 inches	4 00	each.
6 pairs calipers, 8 inches inside	50	each.
6 pairs spring calipers, 6 inches	40	each.
6 pairs spring dividers, 12 inches long	90	each.
12 hand snips, No. 6	3 00	each.
6 cut nippers	1 00	each.
$\frac{1}{2}$ gross half-round bastard files, 16 inches long	150 00	per gross.
$\frac{1}{2}$ gross half-round second-cut files, 16 inches long	150 00	per gross.
$\frac{1}{2}$ gross half round smooth files, 16 inches long	190 00	per gross.
$\frac{1}{2}$ gross round bastard files, 16 inches long	150 00	per gross.
$\frac{1}{2}$ gross hand bastard files, 14 inches long	114 00	per gross.
$\frac{1}{2}$ gross flat bastard files, 14 inches long	90 00	per gross.
$\frac{1}{2}$ gross round bastard files, 14 inches long	105 00	per gross.
$\frac{1}{2}$ gross square bastard files, 14 inches long	100 00	per gross.
$\frac{1}{2}$ gross hand bastard files, 12 inches long	78 00	per gross.
$\frac{1}{2}$ gross round bastard files, 12 inches long	74 00	per gross.
$\frac{1}{2}$ gross flat bastard files, 12 inches long	66 00	per gross.
$\frac{1}{2}$ gross square bastard files, 12 inches long	66 00	per gross.
$\frac{1}{2}$ gross second-cut hand files, 12 inches long	66 00	per gross.
$\frac{1}{2}$ gross flat bastard files, 8 inches long	32 00	per gross.
$\frac{1}{2}$ gross half-round bastard files, 8 inches long	32 00	per gross.
$\frac{1}{2}$ gross hand bastard files, 6 inches long	27 00	per gross.
$\frac{1}{2}$ gross mill files, 12 inches long	66 00	per gross.

½ gross second-cut hand files, 12 inches long	$66	00	per gross.
½ gross second-cut hand files, 10 inches long	48	00	per gross.
½ gross three-square taper files, 4 inches long	15	00	per gross.
½ gross three-square taper files, 3 inches long	13	00	per gross
All files to be of the best hand-cut, for iron or brass, as required.			
4 gross file handles, (basswood)	4	00	per gross.
12 hydraulic jacks, 10 tons, with toe-lifts, Dudgeon's	80	00	each.
12 hydraulic jacks, 7 tons, with toe-lifts, Dudgeon's	59	00	each.
6 chain vices, parallel jaws, 6 inches	14	00	each.
6 sets tap plates and taps, small as per sample	2	00	per set.
6 turning lathes, 12 inches swing, screw-cutting, with four-jawed chuck, with set of tools	100	00	each
3 planing machines, hand, bed 4 feet 9 inches long, to plane 3 feet 3 inches long, 18 inches wide, and 15 inches high, with set of tools	95	00	each.
6 fan blowers, 3 feet diameter	27	00	each.
6 screw punches and dies, Dudgeon's	15	00	each.

All tools to be properly handled.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 12, engineers' instruments.

16 salinometer cases, Long's	$55	00	each.
5 dozen thermometers, for salinometers	21	50	per dozen.
8 dozen hydrometers, sea-water	9	00	per dozen.
50 thermometers, copper backs	1	50	each.
30 thermometers, to measure 600°	2	00	each.
24 hydrometers, metal	4	00	each.
4 vacuum gauges, 6 inches	19	00	each.
4 vacuum gauges, 8 inches	30	00	each.
4 vacuum gauges, 10 inches	35	00	each.
6 steam gauges, 6 inches	18	00	each.
6 steam gauges, 8 inches	25	00	each.
6 steam gauges, 10 inches	30	00	each.
4 indicators, as required, parallel motion	95	00	each.

To be delivered as required during the fiscal year, on receiving a notice of twelve days from the commandant of the yard or navy agent. All applications for information or inspection of samples will be made to the commandant of the yard.

WILLIAM A. WHEELER, NEW YORK.

Class No. 14, wrought-iron pipe, &c.

500 feet galvanized wrought-iron steam pipe, 2 inches diameter	$0	45	per foot.
500 feet galvanized wrought-iron steam pipe, 1½ inch diameter		32	per foot.
1,000 feet galvanized wrought-iron steam pipe, 1 inch diameter		20	per foot.
1,000 feet galvanized wrought-iron steam pipe, ¾ inch diameter		14	per foot
300 feet galvanized wrought-iron steam pipe, ½ inch diameter		13	per foot.
300 feet galvanized wrought-iron steam pipe, ⅜ inch diameter		11	per foot.
75 feet galvanized wrought iron steam pipe, ¼ inch diameter		09½	per foot.
100 iron nipples, 2 inches		38½	each.
100 iron nipples, 1½-inch		26	each.
150 iron nipples, 1-inch		15	each.
100 iron nipples, ¾-inch		11	each.
100 iron nipples, ½-inch		11	each.

50 iron nipples, $\frac{3}{8}$ inch	$0 07	each.
50 iron nipples, $\frac{1}{4}$-inch	07	each.
100 galvanized wrought-iron couplings, 2 inches	44	each.
100 galvanized wrought-iron couplings, $1\frac{1}{2}$-inch	37	each.
150 galvanized wrought-iron couplings, 1-inch	21	each.
100 galvanized wrought-iron couplings, $\frac{3}{4}$-inch	11	each.
100 galvanized wrought-iron couplings, $\frac{1}{2}$-inch	07	each.
50 galvanized wrought-iron couplings, $\frac{3}{8}$-inch	07	each.
50 galvanized wrought-iron couplings, $\frac{1}{4}$-inch	06	each.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

S. S. Rowland, New York.

Class No. 16, steel.

5,000 pounds round steel, assorted	$0 18	per pound.
4,000 pounds square steel, assorted	18	per pound.
3,000 pounds flat steel, assorted	18	per pound.
3,000 pounds octagon steel, assorted	18	per pound.
1,000 pounds spring steel, assorted	10	per pound.

To be of the best quality American. One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

Lockwood & Collins, New York.

Class No. 17, iron nails, bolts, nuts, &c.

1,000 pounds iron nails, 8*d* to 20*d*, assorted	$0 05	per pound.
1,000 pounds wrought iron washers, assorted	13	per pound.
5,000 pounds bolts and nuts, assorted	12	per pound.
200 pounds iron wire, as required	06	per pound.
25 pounds steel wire, as required	10	per pound.
25 gross round-head brass screws, No. 10, $1\frac{1}{4}$-inch	2 00	per gross.
25 gross round-head brass screws, No. 11, $1\frac{1}{2}$-inch	2 00	per gross.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

S. S. Rowland, New York.

Class No. 18, copper and lead.

30,000 pounds ingot copper	$0 29	per pound.
30,000 pounds sheet copper, as required	35	per pound.
50,000 pounds (4-pound) sheet lead	14	per pound.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

C. C. Wentworth, Boston.

Class No. 19, tin, &c.

6 boxes sheet tin, D, common	$14 00	per box.
4,500 pounds Straits tin	29	per pound.
4,000 pounds slab zinc	$10\frac{1}{2}$	per pound.
1,000 pounds lead pipe, as required	$14\frac{1}{2}$	per pound.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

S. S. Rowland, New York.

Class No. 20, white lead.

1,000 pounds pure white lead, ground	$0 11	per pound.
3,000 pounds dry white lead	11	per pound.

To be of the best quality, and the ground to be delivered in tight and suitable vessels of 25, 50, and 100 pounds.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

John H. Bailey, Portsmouth.

Class No. 21, zinc paint.

1,000 pounds brown zinc	$0 08	per pound.
1,500 pounds white zinc	08	per pound.

To be of the best quality, and delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

William E. Spalding, Washington.

Class No. 22, colored paints.

5,000 pounds red lead	$0 11¾	per pound.
500 pounds chrome green	15	per pound.
100 pounds litharge	11	per pound.
100 pounds lampblack	12	per pound.
50 gallons coach varnish, (pure)	3 90	per gallon.

To be of the best quality, and delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

Davis & Brothers, Portland, Me.

Class No. 23, stationery.

12 books, yearly, per sample, new pattern	$4 00	each.
48 books, quarterly, per sample, new pattern	1 50	each.
12 books, expenditure, per sample, two quires	1 00	each.
48 books, account, per sample, one quire	50	each.
6 books, requisition, per sample	6 00	each.
100 books, memorandum, calf, three quires	25	each.
6 erasers	50	each.
6 pounds gum-arabic, best quality	30	per pound.
12 bottles red ink, ½ pints	75	each.
6 bottles blue ink, ½ pints	50	each.
24 bottles black ink, pints	30	each.
24 inkstands, per sample	1 00	each.
12 ink-saucers	50	each.
4 dozen lead pencils, equal to Faber's best	80	per dozen.
12 bottles dextrine, ½ pound each	50	per bottle.
500 slate pencils	50	per hundred.
6 reams letter paper	6 00	per ream.
3 reams official paper, cap	11 00	per ream.
1½ ream log paper	16 00	per ream.
6 reams note paper	4 50	per ream.
6 reams foolscap paper	8 00	per ream.
72 sheets double elephant drawing paper	40	per sheet.
4 penknives, four blades	2 00	each.
72 sheets tracing paper, double elephant	20	per sheet.
25 yards vellum, best American	80	per yard.

2,000 envelopes, letter; color, straw and white	$0 40	per 100.
1,000 envelopes, official; color, straw and white	1 00	per 100.
6 gross steel pens	1 50	per gross.
2 dozen penholders	05	per dozen.
2 dozen pieces India-rubber, per sample	75	per dozen.
50 pieces red tape	05	per piece.
100 sheets blotting paper	05	per sheet.
25 yards log paper, German	60	per yard.
2 dozen rulers, gutta-percha	4 00	per dozen.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 34, canvas, &c.

48 bolts No. 8, 24-inch flax canvas, say 1,800 yards	$0 39	per yard.
100 pounds white marline	22	per pound.
24 pounds flax twine, sewing	65	per pound.
3,500 pounds cotton wiping waste	20	per pound.
24 chalk lines	15	each.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

FOSTER & TOWER, BROOKLYN.

Class No. 35, engineers' stores.

24 lamp scissors, per sample	$0 50	each.
50 lamp scissors, common	25	each.
3,000 pounds sheet zinc	14	per pound.
1,500 pounds lag screws, as required	12	per pound.
30 globe lanterns, with fenders, brass	1 50	each.
50 reflecting lamps, per sample	2 50	each.
24 astral lamps, with globes, heavy bronze	5 00	each.
30 swivel lamps	4 50	each.
6 scale beams, 500 pounds capacity, per sample	6 00	each.
150 feet iron chain, $\frac{1}{4}$ inch diameter	$12\frac{3}{4}$	per foot.
150 feet iron chain, $\frac{3}{8}$ inch diameter	11	per foot.
150 feet iron chain, $\frac{1}{2}$ inch diameter	11	per foot.
3 paint mills	9 00	each.
6 drawing scales, boxwood, per sample	2 00	each.
50 pounds hose rivets, copper, assorted	44	per pound.
6 moulders' riddling sieves, brass	3 00	each.
800 pounds sheet brass, assorted, as required	44	per pound.
500 pounds brass wire, assorted, as required	44	per pound.
400 pounds copper wire, assorted, as required	50	per pound.
25 pounds brass jack chain, No. 6	62	per pound.
25 pounds brass jack chain, No. 9	68	per pound.
25 pounds brass jack chain, No. 12	75	per pound.
25 pounds iron jack chain, No. 6	20	per pound.
12 dozen cast-steel scoop shovels	15 00	per dozen.
6 handsaws	1 00	each.
6 chests carpenters' tools, strictly as per sample	30 00	each.
50 pounds steel wire, as required	20	per pound.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information or inspection of samples will be made to the commandant of the yard.

S. S. ROWLAND, NEW YORK.

Class No. 1, boiler iron and rivets.

10,000 pounds boiler iron, plate, from $\frac{1}{8}$ to $\frac{1}{4}$ inch, as may be required	$0 07	per pound.

10,000 pounds boiler iron, plate, from $\frac{1}{4}$ to $\frac{1}{2}$ inch, as may be required	$0 07	per pound.
1,000 pounds boiler iron, plate, No. 16, wire gauge	07	per pound.
2,840 pounds round iron, $\frac{3}{16}$ to $\frac{1}{2}$ inch diameter, as may be required	04	per pound.
4,000 pounds round iron, $\frac{1}{2}$ to 2 inches diameter, as may be required	04	per pound.
6,650 pounds square iron, $\frac{1}{4}$ to $\frac{5}{8}$ inch, as may be required	04	per pound.
7,000 pounds square iron, $\frac{5}{8}$ to $1\frac{1}{4}$ inch, as may be required	04	per pound.
6,600 pounds flat iron, from 3 inches to 1 inch wide by 1 to $\frac{1}{2}$ inch thick, as may be required	04	per pound.
6,000 pounds flat iron, from $\frac{1}{2}$ to $\frac{1}{8}$ inch thick, and from 3 inches to 1 inch wide, as may be required	04	per pound.
3,600 pounds boiler rivets, $\frac{5}{8}$ by 2 inches	07	per pound.
3,000 pounds boiler rivets, from $1\frac{1}{4}$ to 2 inches long, $\frac{5}{8}$ inch diameter, as may be required	07	per pound.
500 pounds boiler rivets, assorted lengths, $\frac{5}{8}$ inch diameter	07	per pound.
800 pounds button-head rivets, assorted sizes, as may be required	07	per pound.
150 pounds sheet-iron rivets, assorted sizes, as may be required	10	per pound.
300 pounds sheet-iron rivets, $\frac{1}{4}$ inch diameter, $\frac{1}{2}$ to 1 inch long, as required	10	per pound.

The iron to be of the best refined American manufacture, of which the commandant of the yard must have satisfactory evidence; to be true to the sizes; free from all defects; and the boiler iron to be of the best charcoal bloom, and to stand flanging. The quantity of each description, and of any intermediate size, as the commandant of the yard may direct, and to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

S. S. Rowland, New York.

Class No. 2, pig iron.

125 tons No. 1 American anthracite, best quality, (2,240 pounds to the ton)	$38 00	per ton.
50 tons No. 1 Scotch, best quality, (2,240 pounds to the ton)	40 00	per ton.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days. All applications for information to be made to the commandant of the yard.

Wm. E. Spalding, Washington.

Class No. 4, gum packing, rubber hose, &c.

800 feet rubber hose, 2-ply, 1 inch diameter	$0 32	per foot.
1,500 pounds rubber valves, rings, &c., such as may be required, per pattern	80	per pound.
600 pounds pure gum, in sheets 1 inch thick	90	per pound.
1,000 pounds pure gum, in sheets $\frac{3}{4}$ inch thick	90	per pound.
900 pounds Bottischer's packing for superheated steam, as required	20	per pound.
900 pounds McCartney's wire gauze metallic packing	25	per pound.
500 pounds plain rubber packing, for grommets, $\frac{1}{4}$ inch thick	65	per pound.
1,000 pounds vulcanized gum, with canvas in layers, $\frac{1}{8}$ inch thick	80	per pound.
200 pounds vulcanized gum, $\frac{1}{16}$ inch thick	75	per pound.

All articles, except those marked "per pattern," to be furnished within six days from date of requisition; the latter within ten days. The whole to be delivered before the 30th June, 1866; unless earlier required, as above. All applications for information to be made to the commandant of the yard.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 6, linseed oil and turpentine.

500 gallons pure linseed oil	$1 15	per gallon.
84 gallons spirits turpentine, pure	1 00	per gallon.
300 gallons naphtha	50	per gallon.
42 gallons spirits turpentine copal varnish	4 00	per gallon.
42 gallons alcohol, best quality, 95 per cent. proof	4 00	per gallon.

To be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information to be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

S. S. ROWLAND, NEW YORK.

Class No. 7, lard oil.

6,000 gallons best quality lard oil, for lubricating	$1 50	per gallon.

All applications for samples or information will be made to the commandant of the yard.

The oil to be delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of six days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 9, soap.

500 pounds brown soap	$0 10	per pound.
1,000 pounds salt-water soap	11	per pound.

All applications for samples or information will be made to the commandant of the yard.

The articles to be delivered in tight and suitable vessels.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 10, engineers' stores.

1,000 Bristol brick	$0 05	each.
1,000 brick, fire	10	each.
600 brooms, corn	40	each.
500 brooms, hickory	14	each.
300 brushes, flue and tube, as may be required	1 00	each.
200 brushes, whitewash	1 00	each.
200 brushes, scrubbing	10	each.
100 pounds borax	30	per pound.
150 pounds chalk, white	03	per pound.
25 pounds chalk, red	04	per pound.
10 barrels clay, fire	2 00	per barrel.
300 pounds emery, assorted numbers, in 5-pound cans	16	per pound.
39 reams emery cloth, sheets 9 by 12 inches, numbers as required	28 00	per ream.
325 pounds lamp-wick	50	per pound.
600 lamp chimneys	05	each.
525 pounds mercury, in flasks, each containing 75 pounds	70	per pound.
3,000 pounds oatmeal, in 10-pound cans, hermetically sealed	10	per pound.
1,000 pounds potash, in stone jars containing 20 pounds each	10	per pound.
30 sewing palms	50	each.
100 pounds rotten-stone	10	per pound.
300 pounds soapstone, pulverized	06	per pound.
200 pounds flour sulphur	06	per pound.
75 pounds sal ammoniac	08	per pound.
100 dozen circular lamp-wicks, as may be required	12	per dozen.
50 pounds double zephyr worsted	1 00	per pound.
200 pounds pulverized glass, in 2½-pound cans, per sample	09	per pound.

10 sides pump leather, as per sample	$9 00	per side.
20 sides lacing leather, as per sample	2 00	per side.
2 sides hose leather, as per sample	10 00	per side.
100 pounds rosin	10	per pound.
18 tons smiths' coal, 2,240 pounds per ton	7 00	per ton.
30 barrels lime	1 00	per barrel.

All applications for samples or information will be made to the commandant of the yard.

All cans to be of heavy tin, well soldered, with sliding lid on top.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of six days.

E. Wheeler & Sons, Washington.

Class No 11, engineers' tools.

54 axes, handled, per sample	$1 00	each.
24 stocks, dies, and taps, with wrenches for taps $\frac{3}{8}$ to $1\frac{1}{4}$ inch, per pattern at the yard	10 00	each.
50 two foot rules, four-fold, brass bound	1 00	each.
20 pawl wrenches, assorted sizes, from 8 to 16 inches, per sample at the yard	2 00	each.
20 hack-saw frames, assorted sizes	2 50	each.
20 double blocks, iron, 5-inch	2 00	each.
20 belt punches	25	each.
20 belt awls	10	each.
12 compass cutters, for rubber	1 50	each.
12 tape lines, best quality, 100 feet each	5 00	each.
12 hand planing machines, as per sample	10 00	each.
12 foot turning lathes, slide rest, as per sample	25 00	each.
160 screw wrenches, as per sample	2 00	each.
18 chests carpenters' tools, as per sample	50 00	each.
6 jig saws, 9 inches long by $\frac{3}{8}$ inch wide	25	each.

All applications for samples or information will be made to the commandant of the yard.

All tools to be properly handled. The stock, dies, and taps to be furnished in strong cases, with lock and key complete.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

Wm. E. Spalding, Washington.

Class No 12, engineers' instruments, &c.

50 metal hydrometers	$4 00	each.
400 glass hydrometers	60	each.
300 thermometers for hydrometers	1 20	each.
100 thermometers for engine-room	1 40	each.
50 thermometers, graduated 600°	3 00	each.
13 vacuum gauges, $8\frac{1}{2}$ inches, Bourdon's patent	27 00	each.
3 high-pressure steam gauges, not below 100 pounds, Bourdon's	30 00	each.
20 sand-glasses, 30 inches	40	each.
24 drawing scales, per pattern	30	each.
$\frac{1}{2}$ gross thermometer glasses, graduated from 20° to 220°, 11 inches long	6 00	per gross.
$\frac{1}{2}$ gross thermometer glasses, graduated from 20° to 220°, $15\frac{1}{2}$ inches long	7 00	per gross.
$\frac{1}{2}$ gross thermometer glasses, graduated from 20° to 200°, $16\frac{1}{2}$ inches long	8 00	per gross.
$\frac{1}{2}$ gross thermometer glasses, graduated from 50° to 220°, $21\frac{1}{2}$ inches long, $\frac{1}{4}$ inch thick	9 00	per gross.
$\frac{1}{2}$ gross thermometer glasses, graduated from 32° to 240°, $21\frac{1}{2}$ inches long, $\frac{1}{4}$ inch thick	10 00	per gross.
$\frac{1}{2}$ gross thermometer glasses, graduated from 60° to 600°, 11 to 18 inches long	11 00	per gross.

3 dozen glass tubes, 24 inches long, $\frac{3}{8}$ inch outside diameter, one end sealed	$9 00	per dozen.
3 dozen goose-neck glass tubes, for vacuum gauges, to be selected	90	per dozen.
1 gross spiral springs, for steam gauges, to be selected	9 00	per gross.
100 feet brass tubing, for hot-well thermometer, seamless, $\frac{7}{8}$ inch inside diameter, 1 inch outside diameter	60	per foot.

All applications for samples or information will be made to the commandant of the yard.

All instruments, when required, to be furnished in cases.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

J. J. Walworth & Co., Boston.

Class No. 14, wrought-iron pipes, valves, &c.

1,500 feet wrought-iron pipe, $\frac{3}{4}$-inch	$0 11½	per foot.
500 feet wrought-iron pipe, $\frac{1}{2}$-inch	09	per foot.
500 feet wrought-iron pipe, $\frac{3}{8}$-inch	08½	per foot.
500 feet wrought iron pipe, $\frac{1}{4}$-inch	06½	per foot.
100 couplings, R and L, $\frac{1}{4}$-inch, as may be required	02	each.
100 couplings, R and L, $\frac{3}{8}$-inch, as may be required	05½	each.
100 couplings, R and L, $\frac{1}{2}$-inch, as may be required	07	each.
100 couplings, R and L, $\frac{3}{4}$-inch, as may be required	10½	each.
175 elbows, $\frac{1}{4}$-inch, as may be required	03	each.
175 elbows, $\frac{3}{8}$-inch, as may be required	03	each.
175 elbows, $\frac{1}{2}$-inch, as may be required	07½	each.
175 elbows, $\frac{3}{4}$-inch, as may be required	10½	each.
225 crosses, from 2 by $\frac{3}{4}$, to 3 by $1\frac{1}{4}$ inch, as may be required	1 13	each.
110 tees, from $\frac{3}{8}$ to 1 inch, as may be required	13	each.
110 tees, from 1 to 2 inches, as may be required	40	each.
110 tees, from 2 to 3 inches, as may be required	1 63	each.

All applications for information will be made to the commandant of the yard.

The wrought-iron piping to be furnished in such lengths as may be required, each length to have its coupling. All pipe fittings to be of malleable iron, and for steam.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

Wm. A. Wheeler, New York.

Class No. 16, steel.

1,400 pounds cast-steel, extra, octagon, from $\frac{1}{2}$ to $1\frac{1}{4}$-inch, as required	$0 18	per pound.
650 pounds cast-steel, extra, square, from $\frac{1}{4}$ to $\frac{1}{2}$-inch, as required	18	per pound.
800 pounds cast-steel, extra, square, from $\frac{1}{2}$ to $1\frac{1}{2}$-inch, as required	$18\frac{19}{100}$	per pound.
225 pounds cast-steel, extra, round, from $\frac{1}{4}$ to $\frac{1}{2}$-inch, as required	$18\frac{19}{100}$	per pound.
200 pounds cast-steel, extra, round, from $\frac{1}{2}$ to 1-inch, as required	$18\frac{19}{100}$	per pound.
400 pounds cast-steel, extra, flat, from 3 inches to $\frac{3}{4}$ inch wide, by $\frac{3}{8}$ to $\frac{1}{4}$ inch thick, as required	18	per pound.

Steel to be of the best quality, of which the commandant of the yard must have satisfactory evidence; to be true to the size and free from all defects.

The qualities of each to be as the commandant of the yard may direct; to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 17, iron nails, bolts, nuts, &c.

800 pounds cut iron nails, from 12*d.* to 60*d.*, as required	$0 05	per pound.
500 pounds fine finish nails, from 6*d.* to 10*d.*, as required	05	per pound.
500 pounds wrought-iron bolts, $\frac{5}{8}$ by 2 inches	12	per pound.
500 pounds wrought-iron bolts, $\frac{5}{8}$ by $1\frac{1}{2}$ inch	12	per pound.
300 pounds wrought-iron bolts, $\frac{3}{4}$ by 2 inches	12	per pound.
300 pounds wrought-iron bolts, $\frac{3}{4}$ by $2\frac{1}{2}$ inches	12	per pound.
500 pounds wrought-iron bolts, $\frac{1}{2}$ by $1\frac{1}{2}$ inch	12	per pound.
300 pounds wrought-iron bolts, $\frac{7}{8}$ by 4 inches	12	per pound.
25 pounds iron washers, 1 inch diameter, $\frac{7}{16}$ inch hole, $\frac{1}{16}$ inch thick	12	per pound.
25 pounds iron washers, $1\frac{1}{4}$ inch diameter, $\frac{9}{16}$ inch hole, $\frac{1}{12}$ inch thick	12	per pound.
100 pounds iron washers, $1\frac{1}{2}$ inch diameter, $\frac{11}{16}$ inch hole, $\frac{1}{8}$ inch thick	10	per pound.
150 pounds iron washers, $1\frac{3}{4}$ inch diameter, $\frac{13}{16}$ inch hole, $\frac{1}{8}$ inch thick	12	per pound.
25 pounds hot-pressed hexagon nuts, $\frac{3}{4}$ inch diameter, $\frac{5}{16}$ inch hole, $\frac{3}{8}$ inch thick	10	per pound.
50 pounds hot-pressed hexagon nuts, 1 inch diameter, $\frac{7}{16}$ inch hole, $\frac{1}{2}$ inch thick	10	per pound.
500 pounds hot-pressed hexagon nuts, $1\frac{1}{8}$ inch diameter, $\frac{9}{16}$ inch hole, $\frac{5}{8}$ inch thick	12	per pound.
800 pounds hot-pressed hexagon nuts, $1\frac{3}{8}$ inch diameter, $\frac{11}{16}$ inch hole, $\frac{3}{4}$ inch thick	12	per pound.
15 pounds hot-pressed square nuts, $3\frac{1}{4}$ inches by $\frac{3}{8}$ inch, $\frac{5}{16}$ inch hole	08	per pound.
25 pounds hot-pressed square nuts, 1 inch by $\frac{1}{2}$ inch, $\frac{7}{16}$ inch hole	08	per pound.
100 pounds hot-pressed square nuts, $1\frac{1}{8}$ inch by $\frac{5}{8}$ inch, $\frac{9}{16}$ inch hole	07	per pound.
100 pounds hot-pressed square nuts, $1\frac{3}{8}$ inch by $\frac{3}{4}$ inch, $\frac{11}{16}$ inch hole	07	per pound.
300 pounds hot-pressed square nuts, $1\frac{5}{8}$ inch by $\frac{7}{8}$ inch, $\frac{3}{4}$ inch hole	08	per pound.
500 pounds hot-pressed square nuts, $1\frac{3}{4}$ inch by 1 inch, $\frac{7}{8}$ inch hole	08	per pound.
106 M patent brads, iron, from $\frac{1}{4}$ inch to 2 inches, as required	10	per M.
144 gross wood screws, iron, gimlet points, from $\frac{1}{2}$ inch to 4 inches, as required	1 00	per gross.
18 gross wood screws, brass, gimlet points, from 1 inch to $1\frac{1}{2}$ inch, as required	1 50	per gross.

The bolts to have for the 4-inch not less than $1\frac{1}{2}$ inch thread; the rest cut in the same proportion, with nuts well fitted to a good clear thread. The nails and screws to be of the best American manufacture, and the quantity of each to be as the commandant of the yard may direct, to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 18, copper.

4,000 pounds sheet copper, braziers', as may be required	$0 42	per pound.
500 pounds sheet copper, braziers', from Nos. 8 to 16, wire gauge, as required	42	per pound.
45,000 pounds ingot copper	29	per pound.
600 pounds bolt copper, from $\frac{3}{4}$ to $1\frac{1}{4}$ inch, as required	42	per pound.
125 pounds copper rivets	50	per pound.
50 pounds composition nails, $\frac{3}{4}$ inch long	10	per pound.

All applications for information will be made to the commandant of the yard. The copper to be of the best quality, the quantities to be as the commandant of the yard may direct.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

S. S. Rowland, New York.

Class No. 19, tin, lead, zinc, &c.

20 boxes sheet tin	$12 00	per box.
1,000 pounds pig tin, Straits	39	per pound.
31,000 pounds sheet lead, as required	13	per pound.
1,400 pounds pig zinc	11	per pound.
500 pounds pig zinc, No. 10	11	per pound.
300 pounds sheet brass, Nos. 18 to 22, as required	40	per pound.
200 pounds soft solder	20	per pound.
1,000 pounds pig lead	08	per pound.

All to be of the best quality, and delivered in such quantities as the commandant of the yard may direct, to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of ten days.

William E. Spalding, Washington.

Class No. 20, white lead.

4,800 pounds pure white lead, ground in oil, in 25-pound kegs	$0 11¼	per pound.
3,000 pounds pure dry white lead	11½	per pound.

All applications for information to be made to the commandant of the yard.

To be of the best quality, and delivered in tight well-hooped kegs.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 1st June, 1866; unless earlier required, with a notice of ten days.

Lockwood & Collins, New York.

Class No. 22, colored paints, dryers, &c.

8,500 pounds red lead	$0 12	per pound.
400 pounds chrome green, dry	10	per pound.
6,000 pounds bolted whiting, dry	03	per pound.
100 pounds gum shellac, best quality	50	per pound.
250 pounds fine lampblack, dry	07	per pound.
30 barrels asphaltum	4 00	per barrel.

To be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information to be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of ten days.

William A. Wheeler, New York.

Class No. 23, stationery.

48 account books	$0 75	each.
150 memorandum books	30	each.
25 requisition books	3 00	each.
50 journals, 2 quires each	70	each.
25 letter books, 2 quires each	70	each.
30 pieces India ink	60	each.
30 bottles red ink, carmine	20	each.
50 bottles black ink, pints	40	each.
30 ink saucers	15	each.
50 inkstands	70	each.
10 dozen drawing pencils, octagon, Faber's, ¼ to be blue and red	1 10	per dozen.
2 M slate pencils, best Rutland	5 50	per M.
12 gross steel pens, Gillott's, assorted	1 50	per gross.
30 pieces India-rubber	15	per piece.
100 pieces red tape	08	per piece.

25 half-pint bottles mucilage, (each bottle to have a brush)	$0 25	per bottle.
150 drawing pins	05	each.
6 penknives	2 50	each.
25 flat rulers, gutta-percha	1 00	each.
14 M indicator diagrams, per pattern	5 00	per M.
3 dozen penholders	50	per dozen.
12 rulers, (Gunter's scales)	1 00	each.
300 elastic bands	05	each.

All applications for samples or information will be made to the commandant of the yard.

To be of the best quality.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of ten days.

L. W. CONNER, WASHINGTON.

Class No. 26, white pine.

2,000 feet No. 1 white pine boards, 1 inch thick	$65 00	per M feet.
1,500 feet No. 1 white pine boards, 1¼ inch thick	65 00	per M feet.
1,500 feet No. 1 white pine plank, 1½ inch thick	65 00	per M feet.
3,000 feet No. 1 white pine plank, 2 inches thick	65 00	per M feet.
2,000 feet No. 1 white pine plank, 3 inches thick	65 00	per M feet.
4,000 feet No. 1 extra white pine boards, 1 inch thick	65 00	per M feet.
2,000 feet No. 1 extra white pine boards, 1¼ inch thick	65 00	per M feet.
1,500 feet No. 1 extra white pine plank, 1½ inch thick	65 00	per M feet.
1,500 feet No. 1 extra white pine plank, 2 inches thick	65 00	per M feet.
2,000 feet No. 2 white pine boards, 1 inch thick	50 00	per M feet.
2,000 feet No. 2 white pine boards, 1¼ inch thick	50 00	per M feet.
2,000 feet No. 2 white pine plank, 1½ inch thick	50 00	per M feet.
3,000 feet No. 2 white pine plank, 2 inches thick	50 00	per M feet.
1,500 feet No. 2 white pine plank, 2½ inches thick	50 00	per M feet.
3,000 feet No. 3 white pine boards, 1 inch thick	30 00	per M feet.
2,000 feet No. 3 white pine boards, 1¼ inch thick	30 00	per M feet.
2,000 feet No. 3 white pine plank, 1½ inch thick	30 00	per M feet.
2,000 feet No. 3 white pine plank, 2 inches thick	30 00	per M feet.
2,000 feet No. 3 white pine plank, 2½ inches thick	30 00	per M feet.
3,000 feet No. 3 white pine plank, 3 inches thick	30 00	per M feet.
1,500 feet No. 3 white pine plank, 4 inches thick	30 00	per M feet.

All applications for information to be made to the commandant of the yard.

To be from twelve to twenty-four inches wide, and from twelve to sixteen long; the whole to be well seasoned, clear, straight-grained, and free from knots, or any other defects, for making patterns.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st of March; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of six days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 34, packing yarn, cotton packing, &c.

1,000 pounds Italian hemp packing yarn	$0 27	per pound.
600 pounds cotton packing	67	per pound.
7,500 pounds cotton waste	20	per pound.
50 pounds sewing twine	71	per pound.
24 sea-grass lines, 40 feet each	40	each.
100 bolts hemp canvas, No. 1, say 4,000 yards	43	per yard.
25 bolts hemp canvas, No 5, say 1,000 yards	35	per yard.
10 bolts hemp canvas, No. 6, say 400 yards	33	per yard.
10 bolts hemp canvas, No. 7, say 400 yards	31	per yard.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part to be delivered on or before the 1st March; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of six days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 35, engineers' stores.

25 balances, spring, with scale-pan, to weigh 50 pounds	$4	75	each.
12 papers sail needles		90	per paper.
50 padlocks, brass		70	each.
56 M tacks, iron, ½ and ⅜-inch		09	per M.
31 M tacks, copper, ½ and ⅜-inch		45	per M.
24 dozen steel flat shovels, first quality	13	00	per dozen.
24 dozen steel scoop shovels, first quality	14	50	per dozen.
150 pounds copper wire, assorted		50	per pound.
100 pounds iron wire, assorted		09	per pound.
350 pounds brass wire, assorted		42	per pound.
12 dozen file handles		30	per dozen.
25 shoe knives		13	each.
120 rubber oil squirts		39	each.
75 sets hose couplings, 2 inches	1	37	per set.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of six days.

WILLIAM PORTER & SONS, NEW YORK.

Class No. 1, boiler iron.

8,000 pounds angle iron, such sizes as may be required	$0	06	per pound.
20,000 pounds best flange boiler plate, known as C. H. No. 1, or fire-box, of such sizes and thickness as may be required		05	per pound.
3,000 pounds bead iron, such as may be required		07	per pound.
25,000 pounds best flat and square iron, Ulster, such sizes as may be required		04½	per pound.
1,000 pounds galvanized sheet-iron, such as may be required		15	per pound.
5,000 pounds best round iron, Ulster, from ¼ to ½ inch diameter		06	per pound.
5,000 pounds best round iron, Ulster, from ½ to 2 inches diameter		05	per pound.
10,000 pounds best round iron, Ulster, from 2⅛ to 6 inches diameter		05	per pound.
10,000 pounds smoke-pipe iron, such as may be required		05	per pound.
8,000 pounds T iron, such sizes as may be required		06	per pound.
10,000 pounds tube-head iron, from $\frac{7}{16}$ to $\frac{9}{16}$ inch thick		06	per pound.
5,000 pounds sheet-iron, such as may be required		05	per pound.
2,000 pounds hoop-iron, such as may be required		09	per pound.
10,000 pounds boiler rivets, 2 by ⅝ inches		07	per pound.
6,000 pounds boiler rivets, such as may be required		08	per pound.
500 pounds button-head rivets, such as may be required		08	per pound.
1,000 pounds sheet iron rivets, such as may be required		08	per pound.

The iron to be of the best American manufacture; true to the sizes; free from all defects; and the boiler plate to stand flanging without seaming, when required.

The quantities of each kind to be as the commandant of the yard may direct, to whom solely all bidders for any class, when requiring information, will apply.

The whole, or any portion thereof, to be delivered immediately when required.

WILLIAM PORTER & SONS, NEW YORK.

Class No. 2, pig iron.

100 tons best anthracite pig iron	$35	00	per ton.
100 tons best charcoal pig iron	40	00	per ton.

The iron to be of the first quality, and of such brands as may be designated; the ton being 2,240 pounds.

The whole, or any portion thereof, to be delivered immediately when required.

WILLIAM A. WHEELER, NEW YORK.

Class No. 3, boiler felting.

500 square yards boiler felting, wool backed, ½ inch thick, weighing (thoroughly dry) not less than 4 pounds per square yard	$0 79	per square yard.
1,000 square yards boiler felting, wool backed, ¾ inch thick, weighing (thoroughly dry) not less than 5½ pounds per square yard	96	per square yard.
1,000 square yards boiler felting, wool backed, 1 inch thick, weighing (thoroughly dry) not less than 7 pounds per square yard	1 08	per square yard.
3,000 square yards boiler felting, wool backed, 1½ inch thick, weighing (thoroughly dry) not less than 10 pounds per square yard	1 29	per square yard.
2,000 square yards boiler felting, wool backed, 2 inches thick, weighing (thoroughly dry) not less than 13 pounds per square yard	1 49	per square yard.

To be of the first quality, with no admixture of vegetable fibre, strongly backed and well tacked, as per sample in chief engineer's office.

The whole, or any portion thereof, to be delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 4, gum packing, rubber hose, &c.

15,000 feet rubber hose, 4-ply, 2¼ inches diameter	$0 90	per foot.
3,000 feet rubber hose, 4-ply, 2½ inches diameter	1 00	per foot.
1,500 feet rubber hose, 3-ply, 1½ inch diameter	50	per foot.
1,000 feet rubber hose, 3-ply, 1¼ inch diameter	40	per foot.
2,000 feet rubber hose, 2-ply, 1 inch diameter	30	per foot.
1,000 rubber hose, 2-ply, ¾ inch diameter	20	per foot.
900 pounds Bottischer's packing for superheated steam, as required	1 00	per pound.
900 pounds McCartney's wire-gauze metallic packing	1 00	per pound.
10,000 pounds Tuck's packing, such sizes as may be required	85	per pound.
8,000 pounds sheet-rubber packing, such sizes as may be required	46	per pound.
2,000 pounds rubber man and hand-hole gaskets, such sizes as may be required	50	per pound.
26,000 rubber grommets, for tubes and gauges, per sample	2 00	per 100.

The hose, with the exception of the 2¼ inch, to be furnished with couplings in 25 or 50 feet lengths, as required.

The whole, or any portion thereof, to be delivered immediately when required.

S. S. ROWLAND, NEW YORK.

Class No. 5, sperm oil.

15,000 gallons pure sperm oil	$2 10	per gallon.

The sperm oil to be of the best quality winter-strained, free from mixture with inferior oils, or with any liquid or substance whatever, and to remain in a sufficiently fluid state for free burning in lamps at a temperature of 32° Fahrenheit. The usual means for determining the quality and character of the oil will be employed, and such other tests as may be necessary to arrive at correct conclusions. The oil must be delivered in new iron-hooped barrels which have not been used for other purposes, and contain forty gallons each.

The whole, or any portion thereof, to be delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 6, linseed oil, turpentine, &c.

2,500 gallons boiled linseed oil	$1 20	per gallon.
2,000 gallons spirits turpentine, pure	1 25	per gallon.
300 gallons neats'-foot oil	1 00	per gallon.
400 gallons alcohol, 95 per cent. proof	4 00	per gallon.

All to be of the best quality. The oil and turpentine to be delivered in five-gallon tin cans, made from heavy tin, and well soldered; the alcohol in new, tight barrels of forty gallons each.

The whole, or any portion thereof, to be delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 9, tallow and soap.

4,000 pounds best hard brown soap	$0 10	per pound.
4,000 pounds best salt-water soap	11	per pound.
12 barrels soft soap	2 00	per barrel.
40,000 pounds pure beef tallow (city)	$11\frac{20}{100}$	per pound.

The soft soap to be *sweet*, and made from wood ashes, and to be of the best quality.

The tallow to be of uniform quality, clean and sweet, and *free from mixture with any substance whatever*, and delivered in tight and suitable barrels of 150 to 300 pounds each, strongly hooped and well headed.

The whole, or any portion thereof, to be delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 10, engineers' stores.

1,000 pounds anti-attrition metal	$0 20	per pound.
350 pounds borax, in 3-pound tin cans	30	per pound.
1,000 Bath bricks	04	each.
6,000 fire bricks	50 00	per M.
2,000 hand scrubbing brushes, per sample	20	each.
1,000 whitewash brushes, per sample	1 00	each.
100 oval varnish brushes, per sample	40	each.
50 glue brushes, per sample	1 00	each.
1,000 flue brushes, such as may be required, per sample	90	each.
30 hand dusting brushes, per sample	10	each.
1 dozen sable-hair marking brushes	10	per dozen.
250 dozen corn brooms, per sample	5 00	per dozen.
50 barrels fresh Rosendale cement	1 00	per barrel.
1,000 pounds animal charcoal, nut size	04	per pound.
500 bushels hard wood charcoal	20	per bushel.
1,000 coal baskets, bound with hide, per sample	50	each.
400 pounds white chalk	02	per pound.
100 pounds red chalk	03	per pound.
1,000 pounds best sperm candles	28	per pound.
350 reams emery cloth, 9 by 12 inches, such as may be required	28 00	per ream.
750 pounds emery, assorted, in 3-pound cans	15	per pound.
120 grindstones, (Ohio,) 120 pounds each, mounted	6 00	each.
600 pounds ground glass, in 3-pound cans	10	per pound.
250 pounds best white glue	20	per pound.
1,000 glasses for water gauges, to be annealed, sizes such as may be required	25	each.
600 pounds lamp-wick yarn	50	per pound.
100 gross circular lamp-wick, such as may be required	50	per gross.
150 barrels slacked lime	1 00	per barrel.
525 pounds strained mercury, in flasks containing each 75 pounds	70	per pound.
100 mouth-pieces, per sample	10	each.
20,000 pounds pure, sweet oat-meal, in 20-pound tin cans, hermetically sealed	08	per pound.
1,500 pounds potash, in leaden jars of 30 pounds each	10	per pound.
1,000 pounds pulverized rottenstone, in 5-pound cans	09	per pound.
300 pounds sal ammoniac, in 3 pound boxes	10	per pound.
1,000 pounds pulverized sulphur, in 10-pound cans	07	per pound.
1,000 pounds pulverized soapstone, in 5-pound cans	03	per pound.
100 sewing palms, mounted	20	each.
50 sixty-second glasses	50	each.
100 pounds worsted yarn, for wick, per sample	1 00	per pound.
200 barrels fire-clay	2 50	per barrel.

100 sides lacing leather, best quality, per sample	$2 00	per side.
50 sides pump leather, best quality, per sample	9 00	per side.
300 pounds resin, in 3-pound cans	04	per pound.
200 mats, Manilla and rubber, such as may be required	1 25	each.
300 tons smiths' coal, 2,240 pounds to the ton	7 85	per ton.
1,000 address tags, such as may be required	50	per M.
200 pounds copperas	00½	per pound.

All articles to be of the best quality. All cans to be of heavy tin, and well soldered. Barrels to be stout and well hooped.

The whole, or any portion thereof, to be delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 11, engineers' tools.

10 sets braces and bits, 48 assorted bits each	$5 00	per set.
200 boxwood rules, 2-foot, 4-fold, per sample	75	each.
20 brass syringes, such as may be required	2 00	each.
200 bellows, for forges, from 20 to 36 inches, per sample	5 60	each.
50 belt-awls and punches	50	each.
100 pairs calipers, 24 inches, per sample	3 00	per pair.
100 pairs dividers, such as may be required, per sample	1 00	per pair.
300 ratchet drills, (Packer's,) such as may be required, per sample	12 00	each.
10 dozen 18-inch flat bastard files	13 00	per dozen.
60 dozen 16-inch flat bastard files	9 00	per dozen.
100 dozen 14-inch flat bastard files	6 00	per dozen.
60 dozen 12-inch flat bastard files	4 00	per dozen.
40 dozen 10-inch flat bastard files	3 00	per dozen.
20 dozen 8-inch flat bastard files	2 00	per dozen.
10 dozen 6-inch flat bastard files	2 00	per dozen.
6 dozen 16-inch hand bastard files	12 00	per dozen.
20 dozen 14-inch hand bastard files	8 00	per dozen.
12 dozen 12-inch hand bastard files	6 00	per dozen.
10 dozen 10-inch hand bastard files	4 00	per dozen.
6 dozen 8-inch hand bastard files	3 00	per dozen.
10 dozen 16-inch square bastard files	9 00	per dozen.
20 dozen 14-inch square bastard files	6 00	per dozen.
20 dozen 12-inch square bastard files	4 00	per dozen.
12 dozen 10-inch square bastard files	3 00	per dozen.
8 dozen 8-inch square bastard files	2 00	per dozen.
6 dozen 6-inch square bastard files	1 00	per dozen.
6 dozen 14-inch parallel square files	9 00	per dozen.
6 dozen 12-inch parallel square files	6 00	per dozen.
4 dozen 10-inch parallel square files	4 00	per dozen.
4 dozen 18-inch round bastard files	14 00	per dozen.
6 dozen 16-inch round bastard files	10 00	per dozen.
20 dozen 14-inch round bastard files	7 00	per dozen.
12 dozen 12-inch round bastard files	5 00	per dozen.
8 dozen 10-inch round bastard files	4 00	per dozen.
6 dozen 8-inch round bastard files	3 00	per dozen.
4 dozen 6-inch round bastard files	2 00	per dozen.
4 dozen 4-inch round bastard files	2 00	per dozen.
2 dozen 3 inch round bastard files	2 00	per dozen.
4 dozen 18-inch half-round bastard files	14 00	per dozen.
20 dozen 16-inch half-round bastard files	11 00	per dozen.
50 dozen 14-inch half-round bastard files	7 00	per dozen.
20 dozen 12-inch half-round bastard files	5 00	per dozen.
12 dozen 10-inch half-round bastard files	4 00	per dozen.
12 dozen 8-inch half-round bastard files	3 00	per dozen.
8 dozen 6-inch half-round bastard files	1 00	per dozen.
8 dozen 4-inch half-round bastard files	1 00	per dozen.
6 dozen 18-inch flat smooth files	15 00	per dozen.
20 dozen 16-inch flat smooth files	12 00	per dozen.
30 dozen 14-inch flat smooth files	8 00	per dozen.
16 dozen 12-inch flat smooth files	5 00	per dozen.
12 dozen 10-inch flat smooth files	4 00	per dozen.

6 dozen 8-inch flat smooth files	$3	00	per dozen.
4 dozen 6-inch flat smooth files	1	00	per dozen.
4 dozen 16-inch square smooth files	10	00	per dozen.
4 dozen 14-inch square smooth files	5	00	per dozen.
4 dozen 12-inch square smooth files	5	00	per dozen.
4 dozen 10-inch square smooth files	1	00	per dozen.
2 dozen 16-inch round smooth files	10	00	per dozen.
4 dozen 14-inch round smooth files	9	00	per dozen.
4 dozen 12-inch round smooth files	6	00	per dozen.
4 dozen 10-inch round smooth files	4	00	per dozen.
4 dozen 18-inch half round smooth files	18	00	per dozen.
12 dozen 16-inch half-round smooth files	13	00	per dozen.
30 dozen 14-inch half-round smooth files	9	00	per dozen.
20 dozen 12-inch half-round smooth files	7	00	per dozen.
12 dozen 10-inch half-round smooth files	4	00	per dozen.
8 dozen 8-inch half-round smooth files	1	00	per dozen.
3 dozen 6-inch taper single-cut files	1	00	per dozen.
4 dozen 5-inch taper single-cut files	1	00	per dozen.
6 dozen 4-inch taper single-cut files	1	00	per dozen.
4 dozen 3-inch taper single-cut files	1	00	per dozen.
4 dozen 12-inch half-round wood rasps	2	00	per dozen.
4 dozen 10-inch half-round wood rasps	3	00	per dozen.
150 cast-steel hatchets, handled		50	each.
150 handsaws		50	each.
100 hacksaws, with frames, per sample		50	each.
100 hacksaws, blades to fit frames		50	each.
35 dozen gimlets, assorted		40	per dozen.
50 oilstones, say 75 pounds, set in wood, with cover, per sample		50	each.
150 pairs pincers		20	each.
200 pairs cutting plyers		20	each.
300 pairs plyers, flat and round-nosed, assorted		20	each.
200 pairs pipe-tongs, assorted, from $\frac{1}{4}$ to 4 inches	1	50	per pair.
100 pairs tinmen's shears, large and small	1	80	each.
150 screw-drivers, large and small		25	each.
100 tinmen's scrapers		30	each.
200 wood axes, cast-steel, best quality	1	00	each.
50 dozen screw-wrenches, 6 inches	6	00	per dozen.
50 dozen screw-wrenches, 18 inches	20	00	per dozen.
50 dozen screw-wrenches, 24 inches	20	00	per dozen.
100 tube expanders, spring top or bottom, as may be required, for 2-inch tubes	15	00	each.
100 rubber punches, such as may be required		50	each.

All tools to have handles properly fitted. The files to be the best American, or equal to the best English.

The whole, or any portion thereof, to be delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 12, engineers' instruments.

10 vacuum gauges, all brass, per sample	$25	00	each.
50 steam gauges, all brass, per sample	25	00	each.
1,000 saline hydrometers, G. Tagliabue's make, per sample		90	each.
30 salinometer cases, such as may be required	45	00	each.
1,000 thermometers, for hydrometers, G. Tagliabue's make, per sample	1	25	each.
600 thermometers, for engine-room, G. Tagliabue's make, per sample	1	25	each.
10 thermometers, for hot well, G. Tagliabue's make, per sample	20	00	each.
20 aneroid barometers, such as may be required	10	00	each

The gauges to be furnished in wooden cases, with syphon and lock complete. All other instruments to be also furnished in cases.

The whole, or any portion thereof, to be delivered immediately when required.

FELIX CAMPBELL, NEW YORK.

Class No. 14, wrought-iron pipes, valves, &c.

100 each, ½, ¾, 1, 1¼, 1½, and 2-inch nipples	$0 25	each.
50 each, ½, ¾, 1, 1¼, 1½, and 2-inch unions	1 06	each.
50 each, ½, ¾, 1, 1¼, 1½, and 2-inch tees	50	each.
250 each, ½, ¾, 1, 1¼, 1½, and 2-inch elbows	35	each.
10 each, ½, ¾, 1, 1¼, 1½, and 2-inch crosses	58	each.
50 each, ½, ¾, 1, 1¼, 1½, and 2-inch couplings	25	each.
50 each, ½, ¾, 1, 1¼, 1½, and 2-inch right and left couplings	25	each.
100 each, ¾ and 1-inch return bends	38	each.
100 each, ½, ¾, 1, 1¼, 1½, and 2-inch extra flanges	70	each.
200 bushings to reduce to such sizes as may be required	25	each.
50 each, ½, ¾, 1, and 1½-inch plugs	20	each.
50 each, ½, ¾, 1, and 1½-inch lock-nuts	18	each.
50 branch tees, with outlets, such as may be required	1 00	each.
200 each, ½, ¾, and 1-inch pipe hooks	03	each.
200 each, ½, ¾, and 1-inch coil hooks	10	each.
200 each, ½, ¾, 1, 1½, and 2-inch straps	10	each.
20 globe valves, ½-inch, without flanges	1 75	each.
10 globe valves, ½-inch, with flanges	2 19½	each.
30 globe valves, ¾-inch, without flanges	2 25	each.
15 globe valves, ¾-inch, with flanges	3 00	each.
30 globe valves, 1-inch, without flanges	3 25	each.
15 globe valves, 1-inch, with flanges	4 30	each.
30 globe valves, 1¼-inch, without flanges	4 50	each.
15 globe valves, 1¼-inch, with flanges	6 25	each.
40 globe valves, 1½-inch, without flanges	6 00	each.
20 globe valves, 1½-inch, with flanges	8 00	each.
30 globe valves, 2-inch, without flanges	9 00	each.
20 globe valves, 2-inch, with flanges	14 00	each.
20 angle valves, ½-inch, with bottom flanges	2 25	each.
30 angle valves, ¾-inch, with bottom flanges	3 00	each.
20 angle valves, 1-inch, with bottom flanges	4 30	each.
20 angle valves, 1½-inch, with bottom flanges	8 00	each.
30 hose bibs, ¾-inch, screw shank and shoulders, with nut at bottom	2 50	each.
30 hose bibs, 1-inch, screw shank and shoulders, with nut at bottom	3 60	each.
20 hose bibs, 1½-inch, screw shank and shoulders, with nut at bottom	7 00	each.
10 steam stop-cocks, ¾-inch, single coupling	4 00	each.
30 steam stop-cocks, 1-inch, single coupling	5 00	each.
20 pet-cocks, ¼-inch	90	each.
20 pet-cocks, ⅜-inch	1 00	each.
30 pet-cocks, ½-inch	1 50	each.
20 check valves, 1-inch	3 00	each.
800 feet wrought-iron pipe, ½-inch	10	per foot.
1,500 feet wrought-iron pipe, ¾-inch	12	per foot.
2,500 feet wrought-iron pipe, 1-inch	18	per foot.
1,590 feet wrought-iron pipe, 1¼-inch	22	per foot.
1,500 feet wrought-iron pipe, 1½-inch	30	per foot.
1,500 feet wrought-iron pipe, 2-inch	42	per foot.
30 round radiators, such as may be required	68 00	each.
20 flat box coils, such as may be required	30 00	each.
50 dies for cutting pipe, right and left hand, with stocks and wrenches, such as may be required	4 50	each.
20 steam traps, such as may be required	15 25	each.

All valves and cocks to be fitted and finished in the best manner, and made from the best steam metal, as per samples in chief engineer's office. The wrought-iron piping to be in such lengths as may be required, each length to have its coupling. The elbows, tees, &c., to be of malleable iron, heavy, and of the best material.

The whole, or any portion thereof, to be delivered immediately when required.

WILLIAM A. WHEELER, NEW YORK.

Class No. 16, steel.

25,000 pounds cast-steel, extra octagon, such sizes as may be required	$0	17¾	per pound.
20,000 pounds cast-steel, extra square or flat, such sizes as may be required		17 9/10	per pound.
2,000 pounds blister steel, such as may be required		11 3/10	per pound.
2,500 pounds German steel, such as may be required		10 1/10	per pound.
1,000 pounds spring steel, such as may be required		09½	per pound.

The steel to be of the best quality, true to the sizes, and free from all defects. The whole, or any portion thereof, to be delivered immediately when required.

G. H. CREED, NEW YORK.

Class No. 17, iron nails, bolts, nuts, &c.

1,500 pounds wrought-iron bolts, ⅝ by 4 inches	$0	12	per pound.
1,500 pounds wrought-iron bolts, ⅝ by 3½ inches		12	per pound.
3,000 pounds wrought-iron bolts, ⅝ by 3 inches		12	per pound.
2,000 pounds wrought-iron bolts, ⅝ by 2¾ inches		12	per pound.
2,500 pounds wrought-iron bolts, ⅝ by 2½ inches		12	per pound.
2,500 pounds wrought-iron bolts, ⅝ by 2¼ inches		12	per pound.
3,000 pounds wrought-iron bolts, ⅝ by 2 inches		12	per pound.
2,000 pounds wrought-iron bolts, ⅝ by 1¾ inch		12	per pound.
1,500 pounds wrought-iron bolts, ⅝ by 1½ inch		12	per pound.
1,500 pounds wrought-iron bolts, ¾ by 2 inches		11	per pound.
2,000 pounds wrought-iron bolts, ¾ by 2½ inches		11	per pound.
2,500 pounds wrought-iron bolts, ¾ by 3 inches		11	per pound.
2,000 pounds wrought-iron bolts, ¾ by 3½ inches		11	per pound.
1,500 pounds wrought-iron bolts, ¾ by 4 inches		11	per pound.
2,000 pounds wrought-iron bolts, ¾ by 5 inches		11	per pound.
1,500 pounds wrought-iron bolts, ⅞ by 3 inches		10	per pound.
1,500 pounds wrought-iron bolts, ⅞ by 3½ inches		10	per pound.
1,500 pounds wrought-iron bolts, ⅞ by 4 inches		10	per pound.
2,000 pounds wrought-iron bolts, ⅞ by 4½ inches		10	per pound.
1,500 pounds wrought-iron bolts, ⅞ by 5 inches		10	per pound.
1,800 pounds wrought-iron bolts, ⅞ by 5½ inches		10	per pound.
1,000 pounds wrought-iron bolts, 1 by 3½ inches		10	per pound.
1,500 pounds wrought-iron bolts, 1 by 4½ inches		10	per pound.
1,500 pounds wrought-iron bolts, 1 by 5 inches		10	per pound.
1,500 pounds wrought-iron bolts, 1 by 6 inches		10	per pound.
1,500 pounds wrought-iron bolts, ½ by 1½ inch		12	per pound.
1,500 pounds wrought-iron bolts, ½ by 2 inches		12	per pound.
1,000 pounds wrought-iron bolts, ½ by 2½ inches		12	per pound.
1,000 pounds wrought-iron bolts, ½ by 3 inches		12	per pound.
500 pounds wrought-iron bolts, ⅜ by 1½ inch		15	per pound.
500 pounds wrought-iron bolts, ⅜ by 2 inches		15	per pound.
750 pounds wrought-iron bolts, ⅜ by 2½ inches		15	per pound.
2,500 pounds wrought-iron bolts, 9/16 by 1½ inch		13	per pound.
800 pounds Boonton, hot-pressed, square nuts, ⅝-inch		17	per pound.
1,000 pounds Boonton, hot-pressed, hexagon nuts, ⅝-inch		18	per pound.
1,000 pounds Boonton, hot-pressed, square nuts, ¾-inch		15	per pound.
1,200 pounds Boonton, hot-pressed, hexagon nuts, ¾-inch		16	per pound.
1,200 pounds Boonton, hot-pressed, hexagon nuts, ⅞-inch		16	per pound.
1,000 pounds Boonton, hot-pressed, hexagon nuts, 1-inch		16	per pound.
500 pounds Boonton, hot-pressed, square nuts, ½-inch		17	per pound.
800 pounds Boonton, hot-pressed, hexagon nuts, ½-inch		18	per pound.
10,000 pounds iron cut-nails, from 4*d.* to 20*d.*, such as may be required		05½	per pound.
1,800 papers iron finishing nails, from ¾ to 2 inches		12	per paper.
300 papers brads, from ⅜ to 2 inches		06	per paper.
800 gross brass screws, gimlet points, ⅜ to 4 inches	1	50	per gross.
1,000 gross iron screws, gimlet points, ⅜ to 4 inches		60	per gross.

The bolts to have assorted square and hexagonal heads. For the 4-inch about 1½-inch thread, the rest cut in the same proportion, all to have nuts well fitted to a clear good thread. The nails and screws to be of the best American manufacture.

The whole, or any portion thereof, to be delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 18, copper, &c.

30,000 pounds ingot copper	$0 29	per pound.
3,000 pounds bolt copper, from Minnesota copper	40	per pound.
10,000 pounds sheet copper, from Minnesota copper	40	per pound.
1,000 pounds copper rivets, such sizes as may be required	50	per pound.
2,500 pounds rolled brass rods, such sizes as may be required	40	per pound.

The copper to be of the best quality. The sheets and bolts to be rolled from the best Minnesota copper, and to be of such sizes and thickness as may be required.

The whole, or any portion thereof, to be delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 19, tin, solder, lead, &c.

12,000 pounds Straits tin, such as may be required	$0 36	per pound.
5,000 pounds Silesian spelter, such as may be required	09	per pound.
2,000 pounds spelter solder, such as may be required	26	per pound.
12,000 pounds sheet lead, such as may be required	13	per pound.
12 boxes tin plate, such as may be required	15 00	per box.

All to be of the best quality. The whole, or any portion thereof, to be delivered immediately when required.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 20, white lead.

20,000 pounds white lead, in oil, in 25 pound kegs	$0 10¾	per pound.

To be of the best quality, chemically pure, and furnished in new, tight, and well-hooped kegs.

The whole, or any portion thereof, to be delivered immediately when required.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 21, zinc paint.

10,000 pounds brown zinc paint, best quality, in oil, 25-pound kegs	$0 06	per pound.
3,000 pounds white zinc paint, best quality, in oil, in 25-pound kegs	09	per pound.

To be of the best quality, and furnished in new, tight, and well-hooped kegs.

The whole, or any portion thereof, to be delivered immediately when required.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 22, colored paints, dryers, &c.

500 pounds pulverized black lead, in 5-pound cans	$0 12½	per pound.
200 pounds lampblack, in 5-pound cans	13½	per pound.
5,000 pounds best chrome green, in 10-pound cans	12¼	per pound.
1,500 pounds bright, clear, gum shellac	51	per pound.
3,000 pounds litharge, in 5-pound cans or boxes	12½	per pound.
8,000 pounds black paint, ground in oil, in 25-pound kegs	07	per pound.
500 gallons patent dryer, in 5-gallon cans	1 90	per gallon.
20,000 pounds red lead, dry, in 50 and 100 pound kegs	11⅝	per pound.
50 pounds Chinese vermillion, in one-ounce papers, in ¾-pound packages	1 43	per pound.
4,000 pounds whiting, dry	04	per pound.
400 gallons copal varnish, in 3-gallon cans	3 19	per gallon.
400 gallons black Japan varnish, in 3-gallon cans	1 83	per gallon.

To be of the best quality, and furnished in tight vessels, all kegs to be new, strong, and well hooped.

The whole, or a portion thereof, to be delivered immediately when required.

J. M. WHITTEMORE & CO., BOSTON.

Class No. 23, stationery.

150 account books, 2 quires each, half-bound, faint lined	$0 84	each.
100 letter books, 2 quires each, half-bound, faint lined	84	each.
100 journal books, 2 quires each, half-bound, faint lined	86	each.

100	expenditure books, 2 quires each, per sample	$2 25	each.
100	requisition books, 2 quires each, per sample	2 25	each.
600	memorandum books, bound in leather, 1 quire thick, with loops	26	each.
100	watch and station bill books, 1 quire	75	each.
75	reams indicator paper, printed, cut and ruled to pattern	1 75	per ream.
50	dozen rubber bands, such as may be required	25	per dozen.
75	pieces India ink, per sample	42	per piece.
10	dozen pieces India-rubber, 1 ounce pieces	80	per dozen.
100	inkstands, cork or glass, as may be required	60	each.
10	dozen bottles black ink, pints	4 50	per dozen.
6	dozen bottles carmine ink, Guyott's	3 00	per dozen.
10	penknives	2 50	each.
50	bottles mucilage, ½ pints	30	each.
300	sheets double elephant drawing paper	40	per sheet.
6	reams blotting paper, thick white	35 00	per ream.
500	sheets tracing paper, double elephant	15	per sheet.
24	rolls tracing cloth, 24 yards each, 36 inches wide	18 00	per roll.
75	reams cap paper, regulation ruled	9 00	per ream.
75	reams cap paper, faint-lined, heavy	6 50	per ream.
50	reams letter paper, faint-lined, heavy	5 75	per ream.
25	reams note paper, faint-lined, heavy	3 75	per ream.
5,000	letter envelopes	4 50	per M.
5,000	official envelopes	10 50	per M.
100	gross steel pens	1 20	per gross.
10	dozen penholders, to suit pens	75	per dozen.
1,000	quills, best quality, No. 80	20 00	per M.
10	gross best black lead pencils, drawing and assorted	9 00	per gross.
3	gross best blue and red pencils	21 00	per gross.
10	dozen camels' hair pencils, assorted	35	per dozen.
5,000	best Rutland slate pencils, in wooden boxes, per sample	6 00	per M.
30	flat rulers, gutta-percha, assorted	65	each.
20	rulers, (Gunter's scales,)	1 20	each.
50	porcelain slates, per sample	1 80	each.
100	pieces red tape	05	each.
50	gross calcined chalk, in boxes, per sample	35	per gross.
2	sets paper scales, 6 pieces each	5 00	per set.
300	log slates, double hardwood frames, per sample	1 30	each.
5,000	printed forms, such sizes and headings as may be required	40 00	per M.

All to be of the best quality, and such as may be required.

The whole, or any portion thereof, to be delivered immediately when required.

WATSON & PITTINGER, BROOKLYN.

Class No. 25, hickory and ash plank and buts.

10,000	feet best 3-inch ash plank, dry, clear, and well seasoned	$50 00	per M feet.
8,000	feet best 3-inch hickory, dry, clear, and well seasoned	80 00	per M feet.
100	white heart hickory buts, from 10 to 14 feet long	4 00	each.

The plank to be from 12 to 20 inches wide, and from 15 to 18 feet long. The buts to be not less than 6 inches in diameter at the small end, nor more than 12 inches at the large end.

To be young, tough, and free from knots and splits. The hickory to be Jersey white heart, clear, straight grained, and free from all defects.

The whole, or any portion thereof, to be delivered immediately when required.

WATSON & PITTINGER, BROOKLYN.

Class No. 26, white pine.

60,000	feet best white pine lumber, from 1 to 6 inches thick, board measure	$48 00	per M feet.

To be from 12 to 24 inches wide, and from 12 to 16 feet long. The whole to be well seasoned, having been cut and sawed at least two years, clear, straight-grained, and free from all defects, for making patterns.

The whole, or any portion thereof, to be delivered immediately when required.

WATSON & PITTINGER, BROOKLYN.

Class No. 27, black walnut and cherry.

5,000 feet black walnut, from 1 to 2 inches thick, board measure	$80 00	per M feet.
3,000 feet cherry, from 1 to 2 inches thick, board measure	70 00	per M feet.

To be from 12 to 20 inches wide, and from 12 to 16 feet in length, of the best quality, and well seasoned, free from splits, shakes, knots, or other defects. The whole to be delivered immediately when required.

WATSON & PITTINGER, BROOKLYN.

Class No. 28, mahogany, white holly, &c.

3,000 feet best quality San Domingo mahogany, from 1 to 3 inches thick, board measure	$400 00	per M feet.
250 feet white holly, to be selected	30 00	per 100 feet.
250 feet rosewood, to be selected	40 00	per 100 feet.
250 feet satin wood, to be selected	40 00	per 100 feet.

The mahogany to be from 12 to 24 inches wide, and from 10 to 16 feet in length. The white holly, &c., such as may be required. The whole to be of the first quality and well seasoned. The whole to be delivered immediately when required.

WM. PORTER & SONS, NEW YORK.

Class No. 29, lanterns.

150 globe lanterns, such as may be required, per sample	$3 00	each.
100 engine-room lamps, solar, with reflectors, per sample	6 50	each.
100 bulkhead lanterns, square, with reflectors, per sample	6 00	each.
200 horn or mica lanterns, per sample	1 50	each.
50 reflectors to suit lamps, assorted, per sample	45	each.
1,000 lamp chimneys, such as may be required, per sample	06	each.

All to be of the best quality, and to be delivered immediately when required.

WM. A. WHEELER, NEW YORK.

Class No. 31, Dudgeon's pumps.

2 pumps, Dudgeon's make, to lift 60 tons	$185 00	each.
5 pumps, Dudgeon's make, to lift 50 tons, and work horizontally if necessary	185 00	each.
5 pumps, Dudgeon's make, to lift 30 tons, and run out 12 inches	130 00	each.
10 pumps, Dudgeon's make, to lift 15 tons, and run out 12 inches, and lift from the ground	110 00	each.
15 pumps, Dudgeon's make, to lift 7 tons, and run out 24 inches, and lift from the ground	62 00	each.
5 punches, Dudgeon's make, such as may be required	90 00	each.
5 pulling jacks, Dudgeon's make, such as may be required	110 00	each.

All of the above to be of R. Dudgeon's manufacture, and of the best quality. The whole, or any portion thereof, to be delivered immediately when required.

JOHN J. BINGHAM, NEW YORK.

Class No. 32, sour flour, &c.

30 barrels sour flour	$4 00	per barrel.
40 barrels ground sea-coal, for facings	2 50	per barrel.
20 barrels pulverized hard wood charcoal	4 50	per barrel.

All to be of the best quality, and furnished in good barrels, well hooped and headed. The whole to be delivered immediately when required.

WM. E. SPALDING, WASHINGTON.

Class No. 34, cotton and hemp packing.

30,000 pounds wiping stuff, per sample	$0 19½	per pound.
3,000 pounds Italian hemp packing, per sample	27	per pound.
1,000 pounds cotton packing, per sample	67	per pound.
100 pounds sewing twine, per sample	60	per pound.

To be of the first quality, and delivered immediately when required.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 35, engineers' stores.

50 pairs brass butt hinges, cast, from 1 to 4 inches	$0 75	per pair.
1 dozen chest locks, 1 to 4 inches	1 00	per dozen.
50 shoe knives	10	each.
50 putty knives	10	each.
200 pairs lamp scissors, such as may be required	20	each.
100 dozen lamp hooks	25	per dozen.
800 pounds sheet brass, such as may be required	35	per pound.
2,000 pounds soft solder	20	per pound.
20 reams sand-paper, such as may be required	3 00	per ream.
10 papers sail needles	1 00	per paper.
50 scale beams, to weigh 500 pounds	4 00	each.
150 spring balances, stand and tray, per sample	4 00	each.
350 dozen first quality steel scoop shovels	11 00	per dozen.
50 dozen first quality steel flat shovels	10 00	per dozen.
2,500 copper tacks, such as may be required	60	per M.
300 pounds steel wire, such as may be required	10	per pound.
800 pounds copper wire, such as may be required	50	per pound.
400 pounds brass wire, such as may be required	40	per pound.
600 pounds iron wire, such as may be required	05	per pound.
150 hand bellows, per sample	50	each.
100 dozen gutta percha squirt cans	4 00	per dozen.
6 gross hand lamps, brass	60 00	per gross.
200 pounds brass, sheet, 24 inches wide, from Nos. 6 to 24, wire gauge	20	per pound.

All to be of the best quality, and delivered immediately when required.

WM. PORTER & SONS, NEW YORK.

Class No. 1, boiler iron, &c.

12,000 pounds boiler iron, assorted, from $\frac{1}{4}$ to $\frac{1}{2}$ inch thick, and length and breadth as required	$0 06	per pound.
5,000 pounds boiler iron, assorted, from $\frac{1}{8}$ to $\frac{5}{16}$ inch thick, for bunkers	06	per pound.
2,500 pounds flat iron, hammered, from 1 to 6 inches wide, $\frac{1}{4}$ to $\frac{1}{2}$ inch thick	06	per pound.
2,500 pounds flat iron, hammered, from 1 to 6 inches wide, $\frac{1}{2}$ to 1 inch thick	06	per pound.
4,000 pounds square iron, from $\frac{1}{2}$ to 2 inches	05	per pound.
10,000 pounds round iron, from $\frac{1}{2}$ to 3 inches	05	per pound.
4,000 pounds sheet iron, from No. 6 to No. 14	06	per pound.
1,000 pounds iron rivets, from $\frac{1}{8}$ to $\frac{3}{8}$ inch thick, and from $\frac{1}{4}$ to 1 inch long	08	per pound.
3,000 pounds iron rivets, from $\frac{1}{2}$ to $\frac{3}{4}$ inch, and from $1\frac{1}{4}$ to $2\frac{1}{2}$ inches long, as required	07	per pound.
2,000 pounds angle iron, assorted sizes, as required	06	per pound.
1,000 pounds T iron, assorted sizes, as required	07	per pound.

To be of the best refined American manufacture, of which the commandant of the yard must have satisfactory evidence; to be true to the sizes; free from all defects. The plate and boiler iron to be of the best charcoal bloom, and stand flanging. The round and square iron to be in lengths from 12 to 20 feet. The flat iron of 6 inches width and under, in lengths from 20 to 30 feet, if required.

The quantities of each description, and of any intermediate size, to be as the commandant of the yard may direct, and to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 15th day of September, 1865; one-third part on or before the 15th day of October, 1865; and the remaining part on or before the 15th day of December, 1865.

WM. A. WHEELER, NEW YORK.

Class No. 3, boiler felting.

2,500 square yards boiler felting, 1½ inch thick, wool backed, free from admixture of vegetable fibre, and to weigh, perfectly dry, not less than ten pounds per square yard	$1 31	per square yard.

To be of the best quality, and the whole to be delivered on or before the 15th day of September, 1865, unless earlier required, with a notice of twelve days.

H. W. BURR, BOSTON.

Class No. 4, gum packing, rubber hose, &c.

1,000 pounds gum packing, assorted sizes, as required	$0 45	per pound.
1,000 pounds sheet rubber, assorted sizes, as required	59	per pound.
1,500 pounds Tuck's packing, assorted sizes, as required	71	per pound.
800 feet rubber hose, 2½ inches	76	per foot.
400 feet rubber hose, from 1 to 2 inches	41½	per foot.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 15th day of September, 1865; one-third part on or before the 15th day of October, 1865; and the remaining part on or before the 15th day of December, 1865; unless earlier required, with a notice of twelve days.

SOUTHARD, HERBERT & CO., BOSTON.

Class No. 5, sperm oil.

5,000 gallons pure sperm oil	$2 27	per gallon.

All applications for samples or information will be made to the commandant of the yard.

The sperm oil to be of the best quality pure winter-strained or bagged, free from mixture with other or inferior oils and adulterations.

To be delivered in tight and suitable vessels, in casks containing from 80 to 150 gallons.

The whole to be delivered on or before the 15th day of September, 1865, unless earlier required, with a notice of twelve days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 6, linseed oil, turpentine, &c.

2,000 gallons linseed oil	$1 16	per gallon.
200 gallons spirits of turpentine, pure	1 25	per gallon.
75 gallons neats'-foot oil	1 50	per gallon.

To be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 15th day of September, 1865; one-third part on or before the 15th day of October, 1865; and the remaining part on or before the 15th day of December, 1865; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 9, tallow, soap, &c.

7,000 pounds tallow, pure, free from grit, dirt, and water	$0 $11\frac{10}{100}$	per pound.
50 boxes salt-water soap, 50 pounds each	12	per pound.

The articles to be delivered in tight and suitable vessels.

The whole to be delivered on or before the 15th day of December, 1865, unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 10, engineers' stores.

200 pounds anti-attrition metal	$0 30	per pound.
40 barrels asphaltum liquid	4 00	per barrel.
100 pounds borax	30	per pound.
500 brick, Bath	50 00	per M.
150 brushes, whitewash	1 00	each.

500	brushes, scrubbing	$0 24	each.
10	brushes, dusting, (short handle)	20	each.
200	brooms, hickory	20	each.
500	brooms, corn	40	each.
3,000	baskets for coaling, hide-bound	78	each.
400	buckets, fire	3 00	each.
2,000	pounds black lead, washed	10	per pound.
600	pounds brass, sheet, 18 to 27	30	per pound.
50	pounds chalk, white	01	per pound.
1,000	barrels coal, blacksmiths'	1 00	per barrel.
600	barrels charcoal, (hard wood)	1 00	per barrel.
20	barrels clay, fire	2 75	per barrel.
60	pounds emery, assorted	05	per pound.
50	reams emery cloth, 9 by 12 inches	30 00	per ream.
600	handles, file, assorted sizes	03	each.
100	handles, hammer	10	each.
100	handles, sledge	20	each.
20	jack screws, 18 inches long	23 00	each.
350	pounds lamp-wick	50	per pound.
20	gross lamp-wick, circular	1 00	per gross.
250	lamp chimneys	04	each.
50	lamps, globe, with fenders	3 00	each.
6	sides leather, lacing, per sample	2 50	per side.
80,000	pounds lead, sheet	13	per pound.
11,000	pounds lead, pig	08	per pound.
3,000	pounds oatmeal in cans, (10 pounds each)	08	per pound.
400	pounds potash	10	per pound.
50	pounds rottenstone	10	per pound.
3	barrels rosin, (each 280 pounds net)	10 00	per barrel.
50	pounds sal ammoniac	10	per pound.
400	pounds sulphur, flour	10	per pound.
1,000	pounds spelter	10	per pound.
100	sail needles	3 00	per 100.
36	scissors	50	each.
4	gross screws, feeder	10	per gross.
4	gross lamp screws, $\frac{3}{4}$-inch, 2 tubes	50	per gross.
4	gross lamp screws, $\frac{7}{8}$-inch, 2 tubes	50	per gross.
2,500	pounds washers, assorted	10	per pound.
50	pounds wire, copper	30	per pound.
100	pounds wire, iron	06	per pound.

To be of the best quality, and applications for information or samples will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 15th day of September, 1865; one-third part on or before the 15th day of October, 1865; and the remaining part on or before the 15th day of December, 1865; unless earlier required, with a notice of twelve days.

WILLIAM A. WHEELER, NEW YORK.

Class No. 11, engineers' stores.

12	axes, wood, cast-steel, with handles	$1 30	each.
4	bellows, for forges, 28 inches	13 00	each.
20	sets breast drills, (with 6 drills)	2 60	per set.
12	calipers, spring, 6 to 12 inches	80	each.
6	clocks, engine-room, per sample	4 50	each.
36	chisels, firmer, assorted	30	each.
36	firmer gouges	30	each.
60	dozen files, assorted, from 12 to 16 inches	6 95	per dozen.
12	grindstones, mounted, (120 pounds each)	12 00	each.
24	hatchets	80	each.
24	hack-saw blades to suit frames	48	each.
12	hand-saws	1 25	each.
18	plyers	25	each.
12	pincers	25	each.
12	steel squares, machinists'	2 25	each.

300 ship scrapers	$0 35	each.
6 steel dividers, 9-inch, spring	65	each.
6 screw punches and dies	42 00	each.
900 shovels, coal, (best cast-steel)	1 25	each.
12 shears, tinman's, hand	2 40	each.
72 wrenches, screw—12 of 8 inches; 24 of 10 inches; 24 of 12 inches; and 12 of 16 inches	95	each.

All applications for information or samples will be made to the commandant of the yard.

The whole to be delivered on or before the 15th day of October, 1865; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 12, engineers' instruments.

6 steam gauges, from 6 to 8 inches, as may be required	$25 00	each.
6 scales, Fairbanks's, to weigh 200 pounds	12 00	each.
150 saline hydrometers	1 00	each.
75 thermometers for engine-room	1 00	each.
150 thermometers for salinometers	1 00	each.
6 vacuum gauges, from 6 to 8 inches, as may be required	25 00	each.

The whole to be delivered on or before the 15th day of October, 1865; unless earlier required, with a notice of twelve days.

WILLIAM PORTER & SONS, NEW YORK.

Class No. 14, wrought-iron pipe, valves, &c.

200 unions, from $\frac{3}{8}$ to 1 inch	$0 43	each.
200 nipples, from $\frac{3}{8}$ to 1 inch	12	each.
200 cast-iron flanges, assorted	60	each.

The whole to be delivered on or before the 15th day of October, 1865; unless earlier required, with a notice of twelve days.

WILLIAM A. WHEELER, NEW YORK.

Class No. 16, steel.

1,200 pounds octagon cast-steel, $\frac{1}{2}$ to 1 inch	$0 18	per pound.
1,000 pounds round cast-steel, $\frac{1}{2}$ to $1\frac{1}{4}$ inch, soft centre	$18\frac{4}{10}$	per pound.
1,600 pounds square cast-steel, $\frac{1}{2}$ to 2 inches	$18\frac{4}{10}$	per pound.
200 pounds flat shear steel, $\frac{1}{4}$ to 4 inches, and $\frac{1}{4}$ to $\frac{1}{2}$ inch thick	$11\frac{1}{2}$	per pound.

Lengths as required.

To be of the best quality, and the whole to be delivered on or before the 15th day of October, 1865; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 17, iron nails, bolts and nuts.

1,000 pounds nails, assorted	$0 05	per pound.
4,000 pounds bolts and nuts, assorted	12	per pound.

The applications for samples and information will be made to the commandant of the yard.

The whole to be delivered on or before the 15th day of October, 1865; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 18, copper.

20,000 pounds ingot copper	$0 29	per pound

The whole to be delivered on or before the 15th day of October, 1865; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 19, tin.

1,000 pounds Straits tin	$0 37	per pound.

The whole to be delivered on or before the 15th day of October, 1865; unless earlier required, with a notice of twelve days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 20, white lead.

10,000 pounds pure white lead, in oil, 50 and 100 pound kegs	$0 11¼	per pound.

To be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information will be made to the commandant of the yard.

The whole to be delivered on or before the 15th day of October, 1865, unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 22, colored paints and dryers.

6,000 pounds red lead	$0 12	per pound.
100 pounds litharge	14	per pound.
1,000 pounds Poco metallic paint, brown, in 50 and 100 pound kegs	07	per pound.
200 gallons Japan dryer, best quality	1 50	per gallon.
100 gallons copal inside varnish	4 00	per gallon.

The articles to be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information to be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 15th day of September, 1865; one-third part on or before the 15th day of October, 1865; and the remaining part on or before the 15th day of December, 1865; unless earlier required, with a notice of twelve days.

FERDINAND FOSTER, PHILADELPHIA.

Class No. 23, stationery.

30 books, account, 2 quires, per pattern	$1 00	each.
24 books, letter, 2 quires, per pattern	1 00	each.
24 books, journal, 2 quires, per pattern	1 00	each.
24 books, expenditure, 2 quires, per pattern	1 00	each.
24 books, requisition, 2 quires, per pattern	1 00	each.
250 books, memorandum	40	each.
24 books, watch and station bills, 1 quire, as per pattern	30	each.
1,600 blank forms, indicator diagrams	00¾	each.
36 dozen gum-elastic bands, to secure papers in bundle, assorted sizes	25	per dozen.
50 pieces India ink, best	16	each.
12 bottles ink, carmine, small	20	each.
75 bottles ink, black, pints	28	each.
12 inkstands, per pattern	35	each.
12 pieces India-rubber	10	each.
10 bottles mucilage, half pints, with brushes	55	each.
2 reams paper, blotting, thick, white	35 00	per ream.
40 reams paper, cap, two-thirds regulation	6 80	per ream.
150 sheets paper, drawing, double elephant	30	per sheet.
100 sheets paper, tracing, double elephant	12	per sheet.
10 dozen pencils, drawing, Nos. 3 and 4	70	per dozen.
10 dozen pencils, lead, best, one-fourth to be blue and red.	1 00	per dozen.
5 dozen pencils, camels' hair, assorted	20	per dozen.
2 gross pens, quill, best quality, No. 80	4 00	per gross.
30 gross pens, steel, best quality	65	per gross.
1 gross penholders	4 50	per gross.
6 penknives, 4 blades	2 00	each.
2,000 envelopes, white, official, best quality	12 00	per M.
1,000 slate pencils, best Rutland	4 50	per M.
75 slates, log, double	2 00	each.
20 slates, porcelain	1 50	each.
50 pieces red tape	04	each.
4 pounds wax, sealing	1 12	per pound.
20 rulers, gutta-percha, flat	63	each.
20 rulers, Gunter's scale	50	each.

All applications for information or samples will be made to the commandant of the yard.

One-third part of each kind, comprising a due proportion of each, to be delivered on or before the 15th day of September, 1865; one-third part on or before the 15th day of October, 1865; and the remaining part on or before the 15th day of December, 1865; unless earlier required, with a notice of twelve days.

RICHARD DUNBAR, NEW YORK.

Class No. 24, firewood.

100 cords pine wood, barked and cleaned	$12 00	per cord.

All applications for information will be made to the commandant of the yard.

The wood to be seasoned, straight, sound, young timber; to be in diameter not less than 2½ to 9 inches; the cord to contain 128 feet.

The whole to be delivered on or before the 15th day of November, 1865; unless earlier required, with a notice of twelve days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 34, cotton and hemp packing, &c.

8,000 pounds cotton waste	$0 20	per pound.
1,000 pounds cotton packing, per sample	67	per pound.
3,000 pounds hemp packing, per sample	19	per pound.
25 pounds sewing twine	71	per pound.

All applications for samples will be made to the commandant of the yard.

To be delivered as required.

RICHARD DUNBAR, NEW YORK.

Class No. 2, American pig iron.

100 tons anthracite pig iron, No. 1, American	$39 00	per ton.
50 tons anthracite pig iron, No. 2, American	38 00	per ton.
100 tons charcoal pig iron, No. 1, American	41 00	per ton.
50 tons charcoal pig iron, No. 2, American	42 00	per ton.

The ton to be of 2,240 pounds.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of twelve days. All applications for information will be made to the commandant of the yard.

H. W. BURR, BOSTON.

Class No. 4, gum packing, rubber hose, &c.

250 feet 1-inch gum hose, leading, 3-ply	$0 30	per foot.
250 feet 1¼-inch gum hose, leading, 3-ply	40	per foot.
250 feet 1½-inch gum hose, leading, 3-ply	60	per foot.
250 feet 1¾-inch gum hose, leading, 3-ply	69	per foot.
250 feet 2-inch gum hose, leading, 4-ply	79	per foot.
250 feet 2¼-inch gum hose, leading, 4-ply	95	per foot.
24 hose pipes, (brass,) four to fit each size leading hose	5 50	per pipe.
72 hose couplings, (brass,) twelve to fit each size leading hose	2 20	per coupling.
500 pounds vulcanized gum, ⅛, 3/16, ¼, with cloth inserted	49	per pound.

All of the above to be of the most approved manufacture; the couplings and pipes for the hose to be of the best style and quality.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of twelve days.

KING & BURCHELL, WASHINGTON.

Class No. 5, sperm oil.

2,000 gallons winter-strained sperm oil	$2 14	per gallon.

The sperm oil to be of the very best quality pure winter-strained, free from mixture with other or inferior oils and adulterations, and that it will remain in a sufficiently fluid state for free burning in lamps at a temperature of 32° or lower of Fahrenheit's standard ther-

mometer. The usual means for determining the character and quality of the oil will be employed, viz: for specific gravity, by burning to determine the length of time the oil will burn in untrimmed capillary or jacket lamps; the amount of residuum in each lamp after extinction; and, if necessary, any other proper tests to arrive at correct conclusions. To be delivered in tight and suitable casks and barrels, ($\frac{2}{3}$ in barrels,) the casks to contain from 80 to 150 gallons.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part on or before the 30th June, 1866; unless earlier required, with a notice of twelve days,

LOCKWOOD & COLLINS, NEW YORK.

Class No. 6, linseed oil and turpentine.

300 gallons linseed oil, boiled	$1 18	per gallon.
30 gallons spirits turpentine, (pure)	1 50	per gallon.

The above oil and turpentine to be of the best quality.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of twelve days.

WATSON & PITTINGER, BROOKLYN.

Class No. 8, lumber.

1,000 pieces of the very best young white hickory, to be 14 inches long, 10½ inches wide, and 3¼ inches thick, to be split and perfectly free from knots, cross grain, worm or worm holes, and all other defects whatever, and to be well seasoned for cog-wheels	$0 50	per piece.

All applications for information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st March; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 9, tallow and soap.

50 pounds castile soap	$0 20	per pound.
2,000 pounds pure tallow	11	per pound.

To be of the best quality, and delivered as required during the fiscal year, on receiving a notice of twelve days from the commandant of the yard.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 10, engineers' stores.

50 pounds glue, best quality	$0 20	per pound.
25 pounds gum shellac	1 00	per pound.
1,000 pounds long-grained braziers' solder	25	per pound.
3 dozen lamp chimneys, extra, for coal oil bracket lamps	75	per dozen.
3 dozen lamp globes, extra, for coal oil bracket lamps	6 00	per dozen.
3 gross lamp-wicks for coal oil bracket lamps	1 00	per gross.
24 lanterns, square, for engine-room, cut glass, 11 by 13½ inches, brass frames, silvered reflectors, similar to those described in Porter's catalogue, page 30	7 00	each.
25 sides leather for lacing, per sample	2 50	per side.
2 barrels of molasses, common, say 80 gallons	50	per gallon.
2 carboys of muriatic acid, 112 pounds each	07	per pound.
2 carboys of oil of vitrol, 150 pounds each	07	per pound.
2 barrels No. 1 rosin, containing 280 pounds each	10 00	per barrel.
200 pounds of refined borax	30	per pound.
50 pounds rivets and burrs, (hose,) copper, assorted	70	per pound.
50 pounds rivets and burrs, (belt,) copper, assorted	70	per pound.
200 pounds sheet brass, 2 to 3½ inches wide, No. 14	37	per pound.
200 pounds sheet brass, 24 inches wide, Nos. 6 to 14, wire gauge	37	per pound.
50 gallons spirit wine, 95 per cent	5 00	per gallon.
3 reams sandpaper, Nos. 1, 2, and 3	4 00	per ream.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 11, engineers' tools.

25 hatchets, medium size	$1 00	each.
2 dydraulic jacks, 10 tons	55 00	each.
2 hydraulic jacks, 10 tons, suspending	60 00	each.
2 dozen rules, brass bound, boxwood, 4-fold, 1 foot	9 00	per dozen.
2 dozen rules, brass bound, boxwood, 4-fold, 2 foot	12 00	per dozen.
20 dozen shovels, (steel,) scoop	12 00	per dozen.
½ dozen tape lines, metallic springs, (pocket,) 10 feet long	50 00	per dozen.

All tools to be properly handled.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of twelve days.

WILLIAM A. WHEELER, NEW YORK.

Class No. 12, engineers' instruments.

6 6-inch steam whistles, finished in the best style	$27 50	each.

To be delivered as required during the fiscal year, on receiving a notice of twelve days from the commandant of the yard.

ALEXANDER R. SHEPHERD, WASHINGTON.

Class No. 17, iron nails, bolts, nuts, &c.

400 pounds nails, cut, 20-penny	$0 05	per pound.
400 pounds nails, cut, 12-penny	05	per pound.
400 pounds nails, cut, 10-penny	05	per pound.
400 pounds nails, cut, 8-penny	05	per pound.
400 pounds nails, cut, 6-penny, finishing	05	per pound.
400 pounds ½-inch washers, wrought-iron	10	per pound.
500 pounds ⅝-inch washers, wrought-iron	10	per pound.
500 pounds ¾-inch washers, wrought-iron, ⅛ inch thick	10	per pound.
500 pounds ¾-inch washers, wrought-iron, ¼ inch thick	10	per pound.
250 pounds ⅞-inch washers, wrought-iron, ⅛ inch thick	10	per pound.
250 pounds ⅞-inch washers, wrought-iron, ¼ inch thick	10	per pound.
250 pounds 1-inch washers, wrought-iron, ⅛ inch thick	10	per pound.
250 pounds 1-inch washers, wrought-iron, ¼ inch thick	10	per pound.
250 pounds 1¼-inch washers, wrought-iron, ⅛ inch thick	10	per pound.
250 pounds 1¼-inch washers, wrought-iron, ¼ inch thick	10	per pound.
250 pounds 1½-inch washers, wrought-iron, ⅛ inch thick	10	per pound.
250 pounds 1½-inch washers, wrought-iron, ¼ inch thick	10	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of December next; one third part on or before the 1st April; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 18, ingot copper.

150,000 pounds ingot copper, best quality	$0 $29\frac{18}{100}$	per pound.

Subject to the necessary test and inspection of the proper officers of the yard. All applications for information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st December next; one-third part on or before the 1st April; and the remaining part before the 30th June, 1866; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 19, tin, lead, and zinc.

12,000 pounds tin, (Straits,) best quality	$0 37	per pound.
500 pounds zinc, (slab)	06	per pound.

All applications for samples or information will be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 20, white lead.

3,000 pounds pure white lead, in oil	$0 10¾	per pound.

To be of the best quality, and delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 21, zinc paint.

3,000 pounds white zinc, in oil, pure	$0 08 20/100	per pound.

To be of the best quality, and delivered in tight and suitable vessels. One-third part to be delivered on or before the 1st of December next; one third part on or before the 1st of April; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 22, colored paints and dryers.

200 pounds chrome green, dry, best quality	$0 15	per pound.
50 pounds chrome yellow, dry, best quality	18	per pound.
100 pounds lampblack, dry, best quality	07	per pound.
1,000 pounds pure red lead, dry, best quality	12	per pound.
4,000 pounds Spanish whiting, dry, best quality	02¼	per pound.
2,000 pounds Spanish brown, dry, best quality	02	per pound.
5¼ pounds Chinese vermillion, dry, best quality	1 00	per pound.
30 gallons pure copal varnish, turpentine	4 00	per gallon.
60 gallons pure Japan varnish, turpentine	3 00	per gallon.

The varnishes to be manufactured from pure gum and spirits of turpentine, and neither benzine nor benzole must be used. To be of the best quality, and delivered in tight and suitable vessels.

One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

WILLIAM A. WHEELER, NEW YORK.

Class No. 23, stationery.

1,000 envelopes, letter, straw and yellow, extra thick, assorted	$5 00	per M.
1,000 envelopes, official, straw and yellow, extra thick, assorted	10 00	per M.
1,000 envelopes, official, white, extra thick, assorted	10 50	per M.
1,000 envelopes, letter, white, extra thick, assorted	5 00	per M.
1,000 envelopes, note, white, extra thick, assorted	4 00	per M.
1 ream foolscap (fine-ruled) paper	7 50	per ream.
6 reams foolscap paper, ruled, best quality	6 50	per ream.
2 reams regulation paper. as per sample	8 50	per ream.
6 reams letter paper, best quality	5 50	per ream.
5 reams note paper, as per sample	4 00	per ream.
1 ream yellow paper, (envelope)	12 00	per ream.
1 ream white card blotting paper	20 00	per ream.
3 dozen bottles ink, half pints, Arnold's black	6 00	per dozen.
1 dozen bottles ink, small bottles, red, Davids' carmine	4 50	per dozen.

½ dozen penknives, four-bladed, best quality	$30 00	per dozen.
10 dozen pencils, (Faber's,) black lead, Nos. 1, 2, 3, and 4	1 00	per dozen.
1 gross penholders	5 00	per gross.
25 gross pens, steel	1 75	per gross.
6 rolls tracing cloth, each 24 yards long by 1 yard wide, best	20 00	per roll.

All applications for samples or information to be made to the commandant of the yard. One-third part to be delivered on or before the 1st of December next; one-third part on or before the 1st of April; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

ALEXANDER R. SHEPHERD, WASHINGTON.

Class No. 24, pine wood.

250 cords spruce pine wood, best quality	$6 00	per cord.

All applications for information will be made to the commandant of the yard.

The wood to be seasoned, sound, and straight, and of the best quality; to be in diameter not less than 2½ to 9 inches; the cord to contain 128 cubic feet.

One-third part to be delivered on or before the 1st day of December next; one-third part on or before the 1st of April; and the remaining part before the 30th of June, 1866; unless earlier required, with a notice of twelve days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 1, boiler iron, &c.

40,000 pounds flat iron, Ulster, such as may be required	$0 05	per pound.
2,000 pounds best nail-rod iron, such as may be required	05	per pound.
10,000 pounds best round iron, Ulster, from ¼ to ½ inch in diameter	06	per pound.
20,000 pounds best round iron, Ulster, from ½ to 2 inches in diameter	05	per pound.
30,000 pounds smoke-pipe iron, such sizes as may be required	06½	per pound.
10,000 pounds square iron, Ulster, from ¼ to ½ inch in diameter	06	per pound.
20,000 pounds square iron, Ulster, from ½ to 2 inches	05	per pound.
5,000 pounds tube-head iron, from $\frac{7}{16}$ to $\frac{9}{16}$ inch thick, as may be required	08	per pound.
5,000 pounds rivets, boiler, 2 by ⅝ inches	09	per pound.
5,000 pounds rivets, boiler, assorted	09	per pound.
1,000 pounds rivets, sheet-iron, assorted	15	per pound.

The iron to be of the best American manufacture, of which the commandant of the yard must have satisfactory evidence; to be true to the sizes; free from all defects; and the plate iron to be of the best charcoal bloom, and to stand flanging; the round, square, and flat iron to be in lengths from 12 to 20 feet, as required; the rivets to be of the best quality.

The quantity of each description, and of any intermediate size, to be as the commandant of the yard may direct, and to whom all applications for information will be made.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

H. L. BROOKE, BALTIMORE.

Class No. 2, pig iron.

150 tons best charcoal pig iron, 2,240 pounds to the ton	$47 00	per ton.
40 tons Scotch pig iron, 2,240 pounds to the ton	50 00	per ton.

The iron to be of the best quality, and the quantities of each kind.

Applications for information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

JOHN J. BINGHAM, NEW YORK.

Class No. 3, boiler felting.

1,500	square yards boiler felting, 1½ inch thick, wool-backed, and weighing perfectly dry not less than ten pounds to the square yard, and to be free from all admixture of vegetable fibre	$1 55	per square yard.

The boiler felting to be of the best quality, and sewed to No. 1 canvas.

All applications for information to be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 4, gum packing, rubber hose, &c.

1,000	feet rubber hose, 4-ply, 2¼ inches in diameter	$0 99	per foot.
500	feet rubber hose, 4-ply, 2½ inches in diameter	1 10	per foot.
1,000	feet rubber hose, 2-ply, 1¼ inch in diameter	40	per foot.
1,000	feet rubber hose, 2-ply, 1 inch in diameter	32	per foot.
2,000	pounds round rubber packing, duck outside, assorted	80	per pound.
2,000	pounds rubber man and hand-hole gaskets, per pattern	56	per pound.
2,000	rubber grummets, for condenser tubes, per sample	2 00	per 100.
400	pounds Bottischer's packing for superheated steam, as required	20	per pound.
400	pounds McCartney's wire-gauze metallic packing	25	per pound.

Applications for samples or information to be made to the commandant of the yard. One-third part to be delivered on or before the 1st September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 6, linseed oil and turpentine.

4,000	gallons linseed oil, boiled	$1 20	per gallon.
1,000	gallons spirits turpentine	1 30	per gallon.

To be of the best quality, and delivered in tight and suitable vessels.

All applications for samples or information must be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 9, tallow and soap.

1,000	pounds best hard brown soap	$0 12	per pound.
1,000	pounds best salt-water soap	14	per pound.
5,000	pounds pure beef tallow, free from grit, dirt, and water	11 $\frac{20}{100}$	per pound.

The soap to be of the best quality, and delivered in suitable boxes.

The tallow to be of the best quality, and delivered in suitable barrels.

All applications for samples or information must be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th June, 1866; unless earlier required, with a notice of twenty days.

ALEXANDER R. SHEPHERD, WASHINGTON.

Class No. 10, engineers' stores.

1,000	pounds anti-attrition metal	$0 45	per pound.
50	pairs brass butt hinges, cast, from 2 to 4 inches	50	per pair.
500	pounds borax	40	per pound.

1,000	bricks, Bath	$0 08	each.
6,000	bricks, fire, assorted	95 00	per M.
100	pounds beeswax, best	40	per pound.
1,000	pounds black lead, pulverized	06	per pound.
25	brushes, hand dusting, per sample	90	each.
25	brushes, varnish	1 50	each.
5,000	brushes, hand scrubbing	20	each.
1,000	brushes, whitewash	60	each.
1,000	brushes, flue, whalebone or wire, as required	1 25	each.
500	dozen brooms, corn	5 00	per dozen.
5	dozen chest locks, brass, 4 inches	7 50	per dozen.
30	barrels cement, fresh and of best quality	3 00	per barrel.
200	coal barrows	2 00	each.
500	pounds charcoal, animal, coarse, for filters	03	per pound.
1,500	bushels charcoal, hard wood	20	per bushel.
1,500	coal baskets, hide-bound	1 00	each.
20,000	pounds cotton waste, wiping stuff, per sample	20	per pound.
1,000	squirt cans, brass, per sample	50	each.
400	pounds chalk, white	03	per pound.
6,000	pounds candles, best sperm	60	per pound.
600	reams emery cloth, 9 by 12 inches, assorted	14 00	per ream.
100	pounds emery, assorted	15	per pound.
50	fishing lines, flax, 240 feet	70	each.
20	grindstones, Ohio, 120 pounds each, mounted	7 00	each.
1,000	glasses, for water gauges, such as may be required	25	each.
50	pounds ground glass, assorted	10	per pound.
50	pounds glue, best white	25	per pound.
200	knives, shoe	15	each.
50	knives, putty	25	each.
1,500	pounds lampwick, yarn	40	per pound.
100	pairs lamp scissors	50	per pair.
10	ladles, iron, for melting lead	75	each.
300	gross lampwicks, circular, per sample	2 00	per gross.
100	barrels lime, slacked	1 50	per barrel.
5	dozen lamp-hooks, brass, for hanging up lanterns, per sample	2 00	per dozen.
500	pounds mercury, in flasks	1 00	per pound.
20	mouth-pieces	20	each.
2,000	pounds oatmeal, in barrels or half barrels	09	per pound.
1,000	pounds potash, in jars	15	per pound.
5,000	pounds packing, Italian, hemp	15	per pound.
5,000	pounds packing, cotton	30	per pound.
50	padlocks, brass	25	each.
500	pounds rotten-stone	10	per pound.
50	pounds sal ammoniac	25	per pound.
500	pounds sewing twine	1 00	per pound.
1,000	pounds sulphur, pulverized	12	per pound.
500	pounds soft solder	50	per pound.
3,000	pounds sheet brass	50	per pound.
40	reams sandpaper	5 00	per ream.
100	sewing palms, mounted	10	each.
20	papers sail needles	50	per paper.
20	scale beams, to weigh 500 pounds	7 00	each.
50	spring balances, to weigh 74 pounds by ounces	6 00	each.
500	ship scrapers	40	each.
100	dozen shovels, scoop, steel	17 00	per dozen.
500,000	tacks, copper	1 00	per M.
200	papers tacks, iron, cut	10	per paper.
400	pounds wire, steel, assorted	40	per pound.
600	pounds wire, copper, assorted	60	per pound.
200	pounds wire, brass, assorted	50	per pound.
1,000	pounds wire, iron, assorted	12	per pound.
1,000	feet wire rope, from $\frac{1}{4}$ to $\frac{7}{8}$ inch diameter	10	per foot.
500	pounds soapstone, pulverized	20	per pound.
1,000	oil feeders, brass	50	each.
2,000	lamp chimneys	20	each.

1,000 hammer handles	$0	05	each.
1,000 sledge handles		15	each.
500 globe lamps	3	00	each.
4,000 pounds sheet lead		16	per pound.
50 sides sole leather, per sample	12	00	per side.
200 sides lacing leather, per sample	3	00	per side.
250 pounds rosin		06	per pound.
50 sand-glasses, 60″	1	00	each.
50 sand-glasses, 30″		75	each.
500 pounds washers, iron, assorted		10	per pound.
5,000 coal bags, as per sample	1	50	each.
500 yards cotton canvas, No. 1		45	per yard.
50 pounds emery flour		16	per pound.
12 gross lamps, hand, brass, as per sample	18	00	per gross.
20 dozen log slates, double	8	00	per dozen.

All the above articles to be of the best quality.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st December; and the remaining third part on or before the 30th June, 1866; unless earlier required, with a notice of twenty days.

E. Wheeler & Sons, Washington.

Class No. 11, engineers' tools.

10 anvils from 50 to 200 pounds, say 1,120 pounds in all	$0	25	per pound.
20 sets braces and bits, complete, 48 bits each	10	00	per set.
20 bench vices, 3½ to 5½-inch jaws, say 3,000 pounds		25	per pound.
150 boxwood rules, standard measure, 4-fold, per sample		50	each.
10 bellows, for forges, from 24 to 30 inches	20	00	each.
5 chests carpenters' tools, per sample, not to exceed $30	30	00	per chest.
50 pairs calipers, from 6 to 24 inches	1	00	per pair.
100 claw hammers, per sample		50	each.
25 drills, ratchet, such as may be required, best manufacture	20	00	each.
10 dozen files, 16-inch, flat bastard	10	00	per dozen.
20 dozen files, 14-inch, flat bastard	7	00	per dozen.
20 dozen files, 12-inch, flat bastard	5	00	per dozen.
10 dozen files, 10-inch, flat bastard	4	00	per dozen.
8 dozen files, 8-inch, flat bastard	2	50	per dozen.
8 dozen files, 16-inch, half-round bastard	10	00	per dozen.
12 dozen files, 14-inch, half-round bastard	7	00	per dozen.
12 dozen files, 12-inch, half-round bastard	5	00	per dozen.
5 dozen files, 8-inch, half round bastard	2	50	per dozen.
8 dozen files, 16-inch, flat smooth	12	00	per dozen.
12 dozen files, 14-inch, flat smooth	10	00	per dozen.
12 dozen files, 12-inch, flat smooth	7	00	per dozen.
8 dozen files, 10-inch, flat smooth	4	00	per dozen.
4 dozen files, 16-inch, half-round smooth	13	00	per dozen.
2 dozen files, 14-inch, half-round smooth	11	00	per dozen.
12 dozen files, 12-inch, half-round smooth	8	00	per dozen.
8 dozen files, 10-inch, half-round smooth	5	00	per dozen.
10 dozen files, square, assorted	6	00	per dozen.
10 dozen files, round, assorted	6	00	per dozen.
10 dozen files, triangular saw, assorted	6	00	per dozen.
5 forges, tinsmiths'	25	00	each.
50 hatchets, cast-steel, handled	1	00	each.
50 handsaws	2	00	each.
10 dozen nail gimlets, assorted		50	per dozen.
24 oil-stones, say 36 pounds	1	00	per pound.
10 planes, jack	1	00	each.
10 planes, smoothing	1	00	each.
25 pincers, wood, assorted		50	each.
50 pliers, assorted		50	each.
5 dozen socket gouges, handled, assorted	6	00	per dozen.
5 dozen socket chisels, handled, from 1 to 4 inches	18	00	per dozen.

20	squares, steel, 2 feet	$1 00	each.
30	shears, tinmans', assorted	4 00	each.
10	screw plates and taps, complete	10 00	each.
50	screwdrivers	50	each.
20	sets stocks, taps, and dies, (engineers',) to cut from ½ to 1¼ inch, with case complete	10 00	per set.
20	sets stocks, taps, and dies, to cut from ¼ to ¾ inch, with case complete	5 00	per set.
20	pairs stocks, with dies, complete, for cutting pipe, Nos. 1, 2, or 3, as may be required	10 00	per pair.
10	tube spring expanders, for tubes of 2 inches diameter, and tube plates ½ inch thick	2 00	each.
20	vices, hand	1 00	each.
100	wood axes, cast-steel	2 00	each.
500	axe handles, per sample	25	each.
1,000	file-handles	05	each.
5	dozen wrenches, screw, 6 inches	12 00	per dozen
5	dozen wrenches, screw, 15 inches	24 00	per dozen.
5	dozen wrenches, screw, 18 inches	30 00	per dozen.
5	dozen wrenches, screw, 24 inches	36 00	per dozen.
200	ash buckets, as per sample	1 00	each.
200	coal buckets, as per sample	1 00	each.
50	coal mauls	1 00	each.
2	paint mills	5 00	each.
100	hammers, steel, boiler makers', riveting	1 50	each.
200	hammers, steel, chipping	1 50	each.
50	sledges, as per sample	2 50	each.
25	five-gallon cans, tin	1 00	each.
25	ten-gallon cans, tin	2 00	each.
500	scaling hammers, steel	1 00	each.
100	scaling bars, steel	1 00	each.
5	dozen brooms, hickory	4 00	per dozen.

All the above articles to be of the best quality.

All applications for samples or information will be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st December; the remaining part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 12, engineers' instruments.

25	engine-room clocks, per sample	$9 00	each.
12	gauges, vacuum, 6 to 8 inches, such as may be required	30 00	each.
12	gauges, steam, 6 inches, such as may be required	27 00	each.
500	hydrometers, saline	65	each.
10	hydrometers, test	4 00	each.
5	indicators, high and low pressure, as may be required, parallel motion	85 00	each.
10	indicator springs	3 00	each.
25	Salinometer cases, Long's	55 00	each.
200	thermometers for salinometers, per pattern	1 20	each.
6	gongs, 13 to 16 inches, with crank pully, &c., complete	15 00	each.
20	steam gauge springs	1 95	each.

All the above articles to be of the best quality.

All applications for samples or information must be made to the commandant of the yard.

One-half, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; the other half on or before the 1st of December; unless sooner required, with a notice of twenty days.

C. C. WENTWORTH, BOSTON.

Class No. 14, wrought-iron pipe, valves, &c.

20	cocks, for steam gauges	$2 10	each.
25	globe oil cups, Nos. 2 to 5, as may be required	80	each.
100	reducers, assorted	19	each.

150 elbows, from $\frac{3}{8}$ to $1\frac{1}{2}$ inch	$0 19	each.
150 T's, from $\frac{3}{8}$ to $1\frac{1}{2}$ inch	19	each.
150 U's, from $\frac{3}{8}$ to $1\frac{1}{2}$ inch	26	each.
150 unions, from $\frac{3}{8}$ to $1\frac{1}{2}$ inch	67	each.
200 feet wrought-iron pipe, $\frac{3}{8}$-inch	$08\frac{3}{4}$	per foot.
200 feet wrought-iron pipe, $\frac{1}{2}$-inch	$19\frac{1}{4}$	per foot.
300 feet wrought-iron pipe, $\frac{3}{4}$-inch	12	per foot.
500 feet wrought-iron pipe, 1-inch	17	per foot.
500 feet wrought-iron pipe, $1\frac{1}{4}$-inch	24	per foot.
500 feet wrought-iron pipe, $1\frac{1}{2}$-inch	28	per foot.

All the above articles to be of the best quality.

All applications for information must be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless sooner required, with a notice of twenty days.

WILLIAM A. WHEELER, NEW YORK.

Class No. 16, steel.

5,000 pounds cast steel, extra, octagon, such as may be required	$0 $18\frac{19}{100}$	per pound.
8,000 pounds cast steel, extra, square, such as may be required	$18\frac{19}{100}$	per pound.
3,000 pounds blister steel, such as may be required	$11\frac{40}{100}$	per pound.
2,000 pounds German steel, such as may be required	$10\frac{39}{100}$	per pound.
2,000 pounds spring steel, such as may be required	10	per pound.

The steel to be of the best quality.

All applications for information must be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless sooner required, with a notice of twenty days.

WILLIAM A. WHEELER, NEW YORK.

Class No. 17, iron nails, bolts, and nuts.

10,000 pounds bolts and nuts, assorted, $\frac{3}{8}$ to $\frac{3}{4}$ inch in diameter, and from $1\frac{1}{2}$ to 3 inches long, thread to be cut	$0 13	per pound.
1,000 pounds iron cut nails, best American, from 4*d* to 20*d*	$04\frac{3}{4}$	per pound.
200 papers iron brads, from $\frac{3}{4}$ to 2 inches	09	per paper.
130 gross iron screws, gimlet points, from $\frac{3}{4}$ to 4 inches	1 30	per gross.

All the above articles to be of the best quality.

All applications for information must be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

LOCKWOOD & COLLINS, NEW YORK.

Class No. 18, copper.

500 pounds copper, bolt, such as may be required	$0 40	per pound.
20,000 pounds copper, ingot	30	per pound.
12,000 pounds copper, sheet, from $\frac{1}{16}$ to $\frac{3}{16}$ inch thick	43	per pound.
300 pounds copper rivets, such as may be required	50	per pound.

All the above articles to be of the best quality.

All applications for information must be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

S. S. ROWLAND, NEW YORK.

Class No. 19, tin, zinc, &c.

3,000 pounds Straits tin	$0 40	per pound.
1,500 pounds Silesian spelter	10	per pound.
700 pounds spelter solder	20	per pound.

5,000 pounds sheet lead, 3 to 6 pounds	$0 12	per pound.
15 boxes tin plate, large and heavy	14 00	per box.

All the above articles to be of the best quality.

All applications for information must be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

WILLIAM E. SPALDING, WASHINGTON.

Class No. 20, white lead.

12,000 pounds pure white lead, in oil, in 25-pound kegs	$0 10	per pound.

The white lead to be of the best quality.

All applications for information must be made to the commandant of the yard.

One-third part to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

WILLIAM E. SPALDING, WASHINGTON

Class No. 21, zinc paint.

5,000 pounds brown zinc paint, in oil, in 25 pound kegs	$0 06	per pound.
5,000 pounds white zinc paint, in oil, in 25-pound kegs	09	per pound.

The zinc paint to be of the best quality, and delivered in tight and suitable vessels.

All applications for information must be made to the commandant of the yard.

One third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; and the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

WM. E. SPALDING, WASHINGTON.

Class No. 22, colored paints, dryers.

5,000 pounds sulphate of iron	$0 02¾	per pound.
2,000 pounds chrome green	12	per pound.
50 pounds gum-shellac	54	per pound.
1,000 pounds litharge, dry	11½	per pound.
6,000 pounds paint, black, ground in oil	07	per pound.
15,000 pounds red lead, dry	11½	per pound.
1,000 pounds whiting, dry	04	per pound.
1,000 pounds Venetian red	04½	per pound.
300 pounds sulphuric acid	08	per pound.
300 pounds muriatic acid	08	per pound.

All the above articles to be of the best quality and delivered in suitable vessels.

All applications for information must be made to the commandant of the yard.

One-third part, comprising a due proportion of each kind, to be delivered on or before the 1st of September next; one-third part on or before the 1st of December; the remaining third part on or before the 30th of June, 1866; unless earlier required, with a notice of twenty days.

WATSON & PITTINGER, BROOKLYN.

Class No. 26, white paint.

15,000 feet white pine lumber, from 1½ to 3 inches thick, board measure	$55 00	per M feet.

The white pine lumber to be of the best quality and well seasoned.

All applications for information must be made to the commandant of the yard.

One-half to be delivered on or before the 1st of September next; the remaining one-half on or before the 1st of December; unless earlier required, with a notice of twenty days.

L. W. CONNER, WASHINGTON.

Class No. 27, black walnut, cherry.

1,000 feet cherry, from 1 to 2 inches thick, board measure.... $65 00 per M feet.

The cherry to be of the best quality and well seasoned.

All applications for information must be made to the commandant of the yard.

One-half to be delivered on or before the 1st of September next; the remaining one-half on or before the 1st of December; unless earlier required, with a notice of twenty days.

L. W. CONNER, WASHINGTON.

Class No. 28, mahogany.

1,200 feet St. Domingo mahogany, from 1 to 3 inches thick, board measure..... $299 00 per M feet.

The mahogany to be of the best quality and well seasoned.

All applications for information must be made to the commandant of the yard.

One-half to be delivered on or before the 1st of September next; the remaining one-half on or before the 1st of December; unless earlier required, with a notice of twenty days

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No. 8.

REPORT OF THE CHIEF OF THE BUREAU OF PROVISIONS AND CLOTHING.

Abstract of annual report, dated October 25th, 1865. Transmits estimates with abstracts; state of appropriations; stores on hand; foreign depots; depots at home stations; supply steamers; increase of corps; purchase of the Ruggles property.

BUREAU OF PROVISIONS AND CLOTHING,
October 25, 1865.

SIR: I have the honor to submit estimates marked A to E, inclusive.

APPROPRIATIONS.

The appropriations made at the last session of Congress for provisions, clothing and contingent, being deemed ample for the probable wants of the reduced forces of the navy for two years, no estimates are sent in except for the salaries of the chief of the bureau and its clerks, and for the small contingent fund of the bureau proper.

STORES ON HAND.

When the late rebellion was brought so suddenly to its end, the navy was in a better condition to continue its efforts with vigor than it had been at any previous period.

In the department under my charge there was a supply of all kinds of stores adequate to the wants of the large naval force afloat. Northern navy yards, and southern depots for the blockading fleets, were furnished with sufficient stocks of provisions, clothing and other stores. But happily they were not all needed; and immediately upon the surrender of Lee's insurrectionary forces, the work of reduction was, by your directions, commenced.

No new contracts were made, and the purchases in open market were restricted to the immediate wants of the service.

Ships returning in great numbers from their long and arduous cruises turned in their remaining stores and swelled the stocks on hand in the northern depots, while the consumption was greatly diminished by the discharge of so many wh

FOREIGN DEPOTS.

Soon after the commencement of our difficulties at home the depots on foreign stations were either discontinued or their stores were materially reduced. The re-establishment of our foreign squadrons has made it necessary to send storeships to various ports, where supplies are kept, under charge of the paymasters of the stationary storeships.

The old mode of hiring storehouses in foreign ports is obnoxious to grave objections. The difficulty and expense of transporting stores from the shore are much greater than from storeships. Custom-house regulations frequently cause delay and embarrassment, and duties are demanded in many ports upon goods landed only for reshipment. Our own storekeepers residing on shore have too often, in former times, made their offices a means for traffic for their individual advantage, and the public interests have been made entirely secondary to and promotive of their own. But there have been many honorable exceptions to this rule.

In a national point of view, we have always been indebted to the courtesy of foreign nations for allowing our stores to be kept on shore, and more than once have been required to give up our establishments and remove to other ports.

These disadvantages may all be avoided, and our independence be fully preserved in future, by establishing at convenient points stationary store-vessels whose paymasters shall perform all the duties of naval storekeepers, and whose operations will be performed under the immediate control of the commanders of squadrons. This plan has, with your sanction, been inaugurated by sending store-vessels to remain stationary at Cadiz, Spezzia, Callao, and Rio Janeiro, and measures are in progress to substitute a storeship for the storehouse now rented at Macao.

When that shall have been accomplished, the duties of storekeepers abroad will be done by naval paymasters, and doubtless the system will prove more convenient and economical, as it will be certainly more independent, than the one formerly pursued.

DEPOTS AT HOME STATIONS.

Early and active measures were also taken to reduce the number of depots for supplies as well as the expenses of those which must necessarily be retained. The surplus stores at Mound City have been shipped to northern ports, and the small quantity necessary to be kept on hand has been transferred to the charge of the paymaster of the station. The stores at New Orleans and Key West have been ordered to Pensacola, or (if not needed there) to New York or Boston. From Beaufort and Newbern the supplies have been sent to Norfolk and New York, and all the stations on the southern coast have been abandoned as depots of supplies, excepting Norfolk, Pensacola, and Port Royal, at which last place there is still a small stock kept for the use of the Atlantic squadron, but it is hoped that the large amount of naval property at that point will soon be disposed of in such a manner as to authorize the discontinuance of that depot, which has been of such vital importance to the operations of the late South Atlantic squadron, and which is now the only depot which did not exist previous to the rebellion.

SUPPLY STEAMERS.

It is a noteworthy fact that during the long and arduous cruises of blockading vessels stationed along a hostile and insalubrious coast the health of the ships was remarkably good. This was owing, in part, to the admirable hygienic system obtaining in the navy, as well as to the vigilant care of the Bureau of Medicine and Surgery under its late able and distinguished chief, and to the attention and skill of individual medical officers afloat.

But doubtless the kinds and quality of the provisions furnished had great influence in bringing about this highly favorable result. All officers concur in their testimony as to the excellence of the ration, and especially to the marked improvement in the quality of the bread baked under naval inspection, which has entirely superseded the contract bread formerly procured.

But the great, though of course temporary, improvement in the supplies for the blockading squadron, was made through the instrumentality of supply teamers, which formed an entirely new feature in naval organizations. These steamers were large, fast vessels, provided with capacious ice-houses, which would hold 35,000 pounds of fresh beef and sufficient ice to preserve it for many weeks. The vessels also carried six or seven hundred barrels of vegetables, besides ample supplies of mess stores. They took out and brought home mails and passengers, and communicated with all vessels of the squadrons visited by them. Running almost with the regularity of steam packets between the blockading squadrons and the ports of Boston, New York, and Philadelphia, they added greatly to the comfort and health of officers and men. With some modifications, but with equally beneficial results, the same system was pursued in the Mississippi squadron. Officers whose position gave them opportunity to know and to enjoy the advantages of these regular supplies, all give their testimony to their inestimable value to officers and men.

INCREASE OF CORPS.

The law of March 3, 1863, ratifies and confirms the temporary acting appointments of acting assistant paymasters until the return of the vessels in which they are respectively employed, or until the suppression of the present insurrection, as may be deemed necessary. If this law be carried out great embarrassment must ensue. There are not nearly enough pay officers in the regular service to perform the duties of paymasters at stations on shore and on board vessels in commission, yet the moment the rebellion is declared to be suppressed the department will have no legal power to retain in office any acting assistant paymaster who has returned from sea, nor to appoint any others, however great may be the need of their services. There are now authorized by law, upon the active list, one hundred regular pay officers, viz: sixty-four paymasters and thirty-six assistant paymasters. But the law authorizing the last provides that the whole number is to be reduced to seventy-five within six months after the expiration of the present insurrection.

It would seem to be indispensable that both the laws referred to be modified, or that the regular corps should be at once sufficiently increased to supply officers for the suitable performance of the duties of the pay department of the navy.

I beg leave to renew the recommendation made in my last annual report for the creation of the intermediate grade of acting assistant paymasters, that the pay corps may be more nearly assimilated to the medical and engineer corps in rank and pay, and that its officers may have the additional encouragement which more frequent promotions offer. The examinations which must by law precede all naval promotions would oftener give the opportunity to investigate the official record of the officers and determine upon their personal fitness for promotion. I take great pleasure in referring to the high character which the pay corps of the navy has maintained during the progress of the late rebellion. With fewer exceptions than might reasonably have been anticipated, they have performed their own responsible duties faithfully and satisfactorily, though often when surrounded by difficulties and danger. And it is believed that the officers of no other corps have shown themselves more ready to volunteer for any duty, however hazardous, in which their services could be made useful.

PURCHASE OF THE RUGGLES PROPERTY.

One of the most embarrassing difficulties experienced by this bureau in supplying squadrons has come from the want of storage room at navy yards and wharf accommodations for shipping and receiving supplies. This was especially felt at New York. The limited wharf room was used for the men-of-war receiving and discharging stores; for merchant vessels bringing or taking away cargoes for different departments, and for supply-steamers and store-ships. These came to the same wharves indiscriminately, and often interfered with and hindered each other. Vessels were sometimes detained weeks solely for want of opportunity to load or discharge, and heavy demurrages were paid which might have been saved had there been another wharf. By your direction, in May last, a valuable wharf and lot, with a large brick storehouse upon it, were rented at the yearly rent of six thousand dollars, and they are now most usefully employed receiving and storing the large quantity of stores returned from vessels going out of commission, and from depots where they are no longer needed. This property was rented from the executors of an estate who, in the lease, gave to the government the privilege of purchasing, at any time during the next session of Congress, at the price of $90,000. The property includes a small lot, with a water front of fifty feet, lying on the northwest side of Little street, which is thirty feet wide. If the government should become the owner of lots on both sides of this street, it is not improbable that the legislature of New York would allow the street to be closed as far as the government should own on both sides of it, and this would, together, give the navy yard an increased water front of about 350 feet.

I had the honor to recommend in my last annual report that arrangements should be made at navy yards to keep the storehouses and wharves to be used for provisions and clothing as much as possible separate from those of other departments. The purchase of the Ruggles property, and its appropriation to the uses of this bureau, would go far to show, practically, the advantages of the proposed plan. The wharf and buildings being beyond the present limits of the yard, and opening upon a public street, (if desired,) seem admirably fitted for the uses of a victualling establishment.

I am, sir, very respectfully, your obedient servant,

H. BRIDGE, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

Schedule of the papers accompanying the report of the Chief of the Bureau of Provisions and Clothing, to the Secretary of the Navy, dated October 25, 1865.

A.—Estimate of the expenses of the bureau for the fiscal year.
B.—Abstract of proposals received for clothing and clothing materials.
C.—Abstract of proposals received for fresh beef and vegetables.
D —Abstract of proposals received for paper.
E.—Statement of contracts made by the bureau during the year.

A.

Estimate of the expenses of the Bureau of Provisions and Clothing during the fiscal year ending June 30, 1867.

For the salary of chief of the bureau	$3,500 00
For the salary of one chief clerk	1,800 00
For the salary of four clerks, at $1,400 per annum	5,600 00
For the salary of one clerk	1,200 00
For the salary of one messenger	1,000 00
For the salary of one laborer	720 00
(Per act of Congress of July 5, 1862, vol. 12, page 511.)	
For the salary of two clerks, at $1,400 per annum	2,800 00
For the salary of two clerks, at $1,200 per annum	2,400 00
(Per act of Congress of February 25, 1863, vol. 12, page 695.)	
For the salary of two clerks, at $1,600 per annum	3,200 00
For the salary of two clerks, at $1,200 per annum	2,400 00
(Per act of Congress of July 2, 1864, vol. —, page 373.)	
	24,620 00

CONTINGENT.

For blank books, stationery, and miscellaneous items	1,500 00
	26,120 00

Appropriated for the fiscal year ending June 30, 1866	$26,120 00
Asked to be appropriated for the fiscal year ending June 30, 1867,	26,120 00

H. BRIDGE, *Chief of Bureau.*

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

B.

Schedule of proposals for clothing and clothing materials received under advertisement of the Bureau of Provisions and Clothing, dated September 1, 1864.

Name.	Residence.	10,000 pea jackets.	5,000 round jackets.	8,000 pairs blue cloth trowsers.	20,000 pairs blue satinet trowsers.	8,000 pairs canvas duck trowsers.	13,000 Barnsley sheeting frocks.	16,000 blue flannel overshirts.	30,000 blue flannel undershirts.	30,000 pairs blue flannel drawers.
Wareham Griswold	Hartford, Connecticut	------	------	------	------	------	------	$4 19	$2 85	$3 08
Griswold, Seymour & Co	do	$23 15	$13 15	$9 54	$5 90	------	------	------	------	------
Lewis B. Brown	New York	23 30	13 86	9 33	5 95	------	------	4 35	2 86	2 90
Whitten, Burton & Young	Boston	------	15 90	10 98	------	------	------	------	------	------
Benjamin Y. Pippey	do	------	15 68	10 15	5 90	------	------	------	------	------
Bailey & Southard	New York	------	------	------	------	------	------	------	2 66	2 66
William Mathews	do	22 97	14 77	9 47	5 77	$3 57	$3 07	4 40	------	------
Isaac C. Noe	do	27 49	16 49	11 60	*5 68	------	------	4 40	3 26	3 26

*Contract not executed.

B.—*Schedule of proposals for clothing and clothing materials, &c.*—Continued.

Name.	Residence.	150,000 yards blue satinet.	150,000 yards blue flannel.	15,000 yards blue nankeen.	25,000 pairs calf-skin laced shoes.	25,000 pairs kip-skin shoes.	25,000 pairs woollen socks.	20,000 blankets.	13,000 mattresses with one cover.	13,000 black silk handkerchiefs.	10,000 pairs boots.
Hall, Southwick & Co	New York	------	------	------	$2 57	$2 54	------	------	------	------	$4 93
A. L. Haskell & Son	Boston	------	------	------	------	------	------	------	$12 56	------	------
James M. Shaw	....do	------	------	------	4 90	3 90	------	------	------	------	------
William C. Merriam	....do	$1 64	$1 31	$0 48	------	------	$0 80	$6 35	14 90	------	------
A. C. Lamson	New York	------	------	------	------	------	74	------	------	$2 70	------
A. Maynard, agent	Boston	------	------	------	------	------	------	7 12	------	------	------
Lewis B. Brown	New York	------	------	------	------	------	------	------	------	In gold 1 10	------
H. & A. Stursburg & Co	....do	1 75	1 05	------	------	------	------	6 00	------	------	------
Brown & Cushing	Boston	------	------	------	2 90	2 90	------	------	------	------	------
A. & C. J. King	Norwich, Conn	------	1 08	------	------	------	------	------	------	------	------
George A. Sumner	New York	------	------	------	------	------	$64\frac{1}{4}$	------	------	------	------
Benjamin Y. Pippey	Boston	1 68	------	------	------	------	------	5 88	------	------	------
William Mathews	New York	1 74	$1\ 16\frac{7}{10}$	$39\frac{4}{10}$	------	------	$61\frac{7}{10}$	7 47	------	2 53	------
Josiah Colby	....do	------	$1\ 29\frac{44}{100}$	------	------	------	------	------	------	------	------

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

C.

Schedule of proposals for fresh beef and vegetables received by the Bureau of Provisions and Clothing for and during the fiscal year ending June 30, 1865

Name.	Date of advertisement.	Where to be delivered.	Beef, per pound.	Vegetables, per pound.
	1864.			
Edward Fitzmaurice	May 31	San Francisco	$0 15	$0 12½
J. F. Tobin	do	do	14	10
Bracket & Keyes	do	do	14	08
Lyman Carpenter	do	do	15	10
Derwin & Williams	do	do	15	12
Abram R. Paul	July 8	Philadelphia	14¼	06
George W. Wunder	do	do	16	06
John Hoover	July 14	Washington	14 9/10	09 4/10
Miller & Brown	do	do	17	12
Charles Miller	do	do	14¾	10¼
John H. Snyder	do	do	13½	06
Joseph Holmes & Son	September 28.	Portsmouth, N. H.	12	01½
John Stokell	do	do	12	01¾
H. T. Downes	October 18	Baltimore	13¼	04½
George W. Pappler	do	do	12	04
Samuel J. Pentz	do	do	12	03½
Abram R. Paul	November 4	Philadelphia	10 9/10	04
L. Shuster Boraef	do	do	10	02½
Samuel R. Wolfe	do	do	10½	02 6/10
G. & A. Schiedt	do	do	14	54½
Wartman & Wunder	do	do	14	04½
C. & J. Flanders	November 5	Boston	11¾	01½
Locke & Woodbridge	do	do	16	03½
	1865.			
John H. Snyder	February 2	Washington	14 9/10	06½
William Casey*	March 8	New York	13⅕	02 1/10
John S. Marshall	do	do	17	03
Symonds & Havens	do	do	14	03
Thomas Loughran	do	do	15	04½
L. & J. Hanley	do	do	13⅖	02 3/10
L. & J. Hanley	March 30	do	13 9/10	02 6/10
Symonds & Havens	do	do	15	03
C. W. Conger	do	do	14 15/100	02½
J. H. Jewett	do	do	14⅖	04½
W. K. Blodgett	April 14	Boston	15	01½
Bradford & Gary	do	do	12 47/100	00 97/100
C. & J. Flanders	do	do	11	01
George W. Pappler	do	Baltimore	11	02½
Samuel J. Pentz	do	do	12	02½
William F. Pentz	May 2	Norfolk	20	06
Kimberly Brothers	do	do	18	05
Joseph Holmes & Son	May 4	Portsmouth, N. H	14	02
John Stokell	do	do	09½	01½
L. Shuster Boraef	May 20	Philadelphia	07½	02 4/10
James Goodchild	do	do	07 45/100	02½
George Hayes	do	do	07 9/10	02 95/100
Abram R. Paul	do	do	10¾	02½
G. & A. Schiedt	do	do	12	04
Michael H. Homiller	June 21	Washington	11½	04 45/100
John H. Snyder	do	do	11	04
John Hoover	do	do	09¾	03¾

*Failed to execute contract. New advertisement made.

NAVY DEPARTMENT, *Bureau of Provisions and Clothing.*

D.

Statement of contracts made by the Bureau of Provisions and Clothing, for and in behalf of the Navy Department, during the fiscal year ending June 30, 1865.

Name.	Date.	Articles contracted for.	At what price.	Where to be delivered.
	1864.			
Bracket & Keyes	July 12	58,500 pounds fresh beef—per pound	$0 14	San Francisco.
Do	12	46,800 pounds fresh vegetables—per pound	08	Do.
Abram R. Paul	22	100,000 pounds fresh beef—per pound	14¼	Philadelphia.
Do	22	100,000 pounds fresh vegetables—per pound	06	Do.
John H. Snyder	Aug. 2	40,000 pounds fresh beef—per pound	13½	Washington.
Do	2	40,000 pounds fresh vegetables—per pound	06	Do.
Joseph Holmes & Son	Oct. 18	40,000 pounds fresh beef—per pound	12	Portsmouth, N. H.
Do	18	40,000 pounds fresh vegetables—per pound	01½	Do.
Lewis B. Brown	19	8,000 pairs blue cloth trowsers—per pair	9 33	New York and Boston.
H. & A. Stursberg & Co	19	150,000 yards blue flannel—per yard	1 05	Do.
Hall, Southwick & Co	20	25,000 pairs calfskin laced shoes—per pair	2 57	Do.
Do	20	25,000 pairs kip-skin shoes—per pair	2 54	Do.
Do	20	10,000 pairs boots—per pair	4 93	Do.
Bailey & Southard	21	30,000 blue knit undershirts—each	2 66	Do.
Do	21	30,000 pairs blue knit drawers—per pair	2 66	Do.
B. Y. Pippey	21	20,000 blankets—each	5 88	Do.
William C. Merriam	21	150,000 yards blue satinet—per yard	1 64	Do.
William Mathews	22	10,000 pea-jackets—each	22 97	Do.
Do	22	8,000 pairs canvas duck trowsers—per pair	3 57	Do.
Do	22	13,000 Barnsley sheeting frocks—each	3 07	Do.
Do	22	15,000 yards blue nankeen—per yard	39 4/10	Do.
Do	22	25,000 pairs woollen socks—per pair	61 7/10	Do.
Do	22	13,000 black silk handkerchiefs—each	2 53	Do.
A. L. Haskell & Son	24	13,000 mattresses, with one cover—each	12 56	Do.
William P. Lyon & Whittemore	28	500 reams official paper—per ream	8 18	Do.
Griswold, Seymour & Co	31	5,000 round-jackets—each	13 15	Do.
Wareham Griswold	31	16,000 blue flannel overshirts—each	4 19	Do.
Samuel J. Pentz	Nov. 8	50,000 pounds fresh beef—per pound	12	Baltimore.
Do	8	50,000 pounds fresh vegetables—per pound	03½	Do.

D.—*Statement of contracts made by the Bureau of Provisions and Clothing, &c.*—Continued.

Name.	Date.	Articles contracted for.	At what price.	Where to be delivered.
	1864.			
L. Shuster Boraef	Nov. 17	100,000 pounds fresh beef ..... per pound..	$0 10	Philadelphia.
Do	17	100,000 pounds fresh vegetables ..... per pound..	02½	Do.
C. & J. Flanders	26	100,000 pounds fresh beef ..... per pound..	11¾	Boston.
Do	26	100,000 pounds fresh vegetables ..... per pound..	01½	Do.
	1865.			
John H. Snyder	Feb. 18	40,000 pounds fresh beef ..... per pound..	14 9/10	Washington.
Do	18	40,000 pounds fresh vegetables ..... per pound..	06	Do.
L. & J. Hanley	Apl. 15	200,000 pounds fresh beef ..... per pound..	13 9/10	New York.
Do	15	200,000 pounds fresh vegetables ..... per pound..	02 6/10	Do.
George W. Pappler	May—	40,000 pounds fresh beef ..... per pound..	11	Baltimore.
Do	—	40,000 pounds fresh vegetables ..... per pound..	02½	Do.
C. & J. Flanders	2	100,000 pounds fresh beef ..... per pound..	11	Boston.
Do	2	100,000 pounds fresh vegetables ..... per pound..	01	Do.
Kimberly & Brothers	16	50,000 pounds fresh beef ..... per pound..	18	Norfolk, Va.
Do	16	50,000 pounds fresh vegetables ..... per pound..	05	Do.
L. Shuster Boraef	June 8	60,000 pounds fresh beef ..... per pound..	07½	Philadelphia.
Do	8	60,000 pounds fresh vegetables ..... per pound..	02⅖	Do.
John Stokell	8	40,000 pounds fresh beef ..... per pound..	09½	Portsmouth, N. H.
Do	8	40,000 pounds fresh vegetables ..... per pound..	01½	Do.

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

E.

Schedule of proposals for five hundred reams of official paper, received by the Bureau of Provisions and Clothing, under advertisement, dated October 8, 1864.

Name.	Residence.	Price per ream.
Cutter, Tower & Co	New York	$9 25
V. Lansing Lambert	Brooklyn	9 00
John C. Beale	New York	8 84
William H. Arthur	....do	10 50
W. P. Lyon & Whittemore	....do	8 18

NAVY DEPARTMENT,
Bureau of Provisions and Clothing.

No. 9.

REPORT OF THE CHIEF OF THE BUREAU OF MEDICINE AND SURGERY.

NAVY DEPARTMENT,
Bureau of Medicine and Surgery, November 1, 1865.

SIR: In compliance with your instructions of the 18th August last, I have the honor to submit estimates of the amount required for the support of the Bureau of Medicine and Surgery, and the medical department of the navy, for the fiscal year ending June 30, 1867.

The condition of the medical department is represented as follows:

Balance of appropriation for surgeons' "necessaries and appliances" remaining in the treasury November 1, 1865	$155,559 01
Amount of hospital fund in the treasury November 1, 1865	64,165 92
Balance of appropriation, contingent Bureau of Medicine and Surgery, remaining in the treasury November 1, 1865	76,040 30
Amount required for the support of the Bureau of Medicine and Surgery for the year ending June 30, 1867, (schedule A)	11,620 00
Amount required for the medical department of the navy, on shipboard and all naval stations, with the exception of hospitals, for the year ending June 30, 1867, (schedule B)	168,750 00
Contingent	75,000 00

Pursuing the system adopted heretofore of per capita estimates, and assuming the number to be employed during the term covered by the estimates to be 22,500, an appropriation will be required of $168,750, upon the basis of an expenditure of $7 50 per man, for all causes involving the disbursement of the funds of this bureau.

The estimate for contingent is $75,000, in consequence of the advanced cost of every article to which this appropriation is applied.

I submit tabular statements of sick, &c., compiled from the reports of sick from the different naval stations within the United States, and from vessels on home and foreign service, for the year ending December 31, 1864.

Statement of sick, compiled from reports of sick from the naval stations in the United States, and from vessels in commission on home and foreign stations, for the year ending December 31, 1864.

	Average number on board during the year 1864.	Remaining sick December 31, 1863.	Admitted in 1864.	Discharged in 1864.	Died in 1864.	Total treated in 1864.	Remaining sick December 31, 1864.	Percentage of deaths to the whole number of cases treated.
HOSPITALS.								
Chelsea	.....	91	812	784	43	903	76	.....
New York	.....	296	1,839	1,753	117	2,135	161	.....
Philadelphia	.....	72	746	713	43	818	62	.....
Washington	.....	38	367	353	14	405	38	.....
Norfolk	.....	171	1,920	1,835	61	2,091	195	.....
Pensacola	.....	19	824	740	47	843	56	.....
Mound City	.....	190	1,146	1,015	106	1,336	215	.....
New Orleans	.....	46	809	672	78	855	105	.....
Newbern	.....	7	122	109	8	129	12	.....
Hospital barge Fitch, Smithland, Ky	.....	.....	58	17	3	58	38	.....
Port Royal, S. C	.....	.....	86	24	5	86	57	.....
Beaufort, S. C	.....	.....	31	31	.....	31	.....	.....
	.....	930	8,760	8,046	525	9,690	1,015	.054
RECEIVING SHIPS.								
Portsmouth, N. H	520	.....	67	59	.....	67	8	.....
Boston	1,090	24	773	776	9	797	12	.....
New York	1,696	6	726	717	7	732	8	.....
Philadelphia	458	11	429	423	11	440	6	.....
Baltimore	279	11	222	211	11	233	11	.....
Mare Island, Cal	.....	11	214	199	7	225	19	.....
	4,043	63	2,431	2,385	45	2,494	64	.018
NAVY YARDS, ETC.								
Portsmouth, N. H	.....	33	533	550	7	566	9	.....
Boston	.....	3	145	145	.....	148	3	.....
New York	.....	4	201	201	3	205	1	.....
Philadelphia	.....	5	230	232	.....	235	3	.....
Washington	.....	23	527	521	7	550	22	.....
Norfolk	.....	1	309	305	.....	310	5	.....
Mound City, Ill	.....	3	285	278	.....	288	10	.....
Naval Academy	.....	42	894	927	1	936	8	.....
		114	3,124	3,159	18	3,238	61	.005

RECAPITULATION.

	Aggregate number of officers and men on board of vessels in 1864.	Remaining sick December 31, 1863.	Admitted in 1864.	Discharged in 1864.	Died in 1864.	Total treated in 1864.	Remaining sick December 31, 1864.	Proportion of cases to number of persons on board.	Proportion of deaths to whole number of persons on board vessels.	Percentage of deaths to whole number of cases treated.
Hospitals	.....	930	8,760	8,046	525	9,690	1,015	.....	.....	.054
Navy yards, &c	.....	114	3,124	3,159	18	3,238	61	.....	.....	.005
Receiving-ships	4,043	63	2,431	2,385	45	2,494	64	.61	.011	.018
Vessels in commission at sea	39,744	988	57,145	55,817	785	58,133	1,531	1.46	.014	.013
	43,787	2,095	71,460	69,407	1,373	73,555	2,671	1.67	.023	.018

At the close of the year 1863 there were reported 2,111 cases remaining under treatment. The reports of sick for 1864, however, brings forward but 2,095; a discrepancy of sixteen to be accounted for by casualties similar to the one on board the Housatonic—destroyed by a torpedo, and whose reports were therefore never transmitted to this office.

The total number of deaths from all causes reported at the Navy Department from October 1, 1864, to September 30, 1865, is 1,750.

The average force of the navy, (officers, seamen, engineer service, coast survey, &c.,) for the year was about 43,787.

The proportion of cases to the whole number in service was about 1.70, or each person was on the sick list $1\frac{70}{100}$ times during the year.

The proportion of deaths to the whole number in the service was about $\frac{2}{100}$, and the percentage of deaths to the whole number of cases treated is 0.18, or less than two per cent.

Summary of prevalent forms of diseases on foreign and home service for the year 1864.

Squadron.	Average number of men.	Total.		Febrile diseases.		Diseases of digestive system.		Diseases of respiratory system.		Diseases of circulatory system.		Diseases of brain and nervous system.		Diseases of cutaneous and cellular system.		Diseases of fibrous, oseous, and muscular system.		Diseases of serous and absorbent system.		Diseases of genito-urinary organs.		Malignant diseases.		Diseases of the eye and ear.		Wounds and injuries.	
		Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.	Cases treated.	Deaths.
North Atlantic	10,995	13,263	132	2,270	14	3,275	12	2,084	33	211	3	425	7	973	1	1,152	....	24	1	879	2	246	2	250	....	1,474	57
South Atlantic	6,735	7,389	84	940	12	1,269	6	1,446	33	163	4	258	2	851	1	919	4	15	1	273	....	190	1	189	....	876	20
East Gulf	2,190	2,605	32	661	19	507	1	318	6	25	2	92	1	307	....	239	....	4	....	114	....	22	....	46	....	270	3
West Gulf	6,968	8,561	137	2,168	28	2,052	17	948	27	122	1	193	6	591	...	637	....	12	....	564	....	174	2	141	....	959	56
Mississippi	6,569	14,235	354	5,723	113	3,818	76	1,230	90	87	8	246	12	665	2	441	....	74	3	646	....	334	4	155	1	816	45
Pacific	1,304	2,127	23	737	5	271	2	190	7	31	2	59	2	187	....	205	1	3	....	153	....	64	....	51	....	176	4
Potomac	1,212	1,117	11	236	....	286	....	185	8	6	....	30	....	81	....	65	....	1	....	88	....	13	....	25	....	100	3
Special service	3,771	3,648	29	594	11	637	3	449	11	43	1	67	....	442	....	308	....	15	....	354	....	33	....	83	....	423	3

The foregoing tabular statements do not show the whole strength of the navy for the year 1864; several small vessels in every squadron were, necessarily, without medical officers, and from these no sick reports were received. We have reports from 443 vessels, with an aggregate of 39,744 officers and men.

CASUALTIES OF THE NAVY DURING THE REBELLION.

Since the termination of the rebellion I have caused to be carefully prepared a statement of the casualties incurred by the navy during the war, (see appendix No. 1,) and it cannot be otherwise than gratifying to know that the great results achieved by the navy have been brought about, as far as has yet been ascertained, with but 1,406 killed, 1,638 wounded, and 176 missing, making an aggregate of 3,220. Of the wounded, the majority have recovered and either resumed their duties on shipboard or returned to civil life.

But 71 artificial limbs have been furnished, (34 of the lower and 37 of the upper extremity,) though every means have been used to acquaint the victims of the war with the liberality of Congress in setting aside an adequate sum for the purchase of artificial limbs to supply the place of those lost in battle. Hence it would appear that the number of those who have been permanently maimed is almost incredibly small.

NAVAL HOSPITAL FUND.

The condition of this fund is represented as follows:

Balance on hand June 30, 1864	$122,264 10
Transferred to the fund by the Fourth Auditor in settlement of accounts, &c., from June 30, 1864, to October 31, 1865	93,566 82
Transferred to the fund on account of supplies from the naval laboratory to vessels and navy yards, from June 30, 1864, to October 31, 1865	193,447 61
Total amount of fund October 31, 1865	409,278 53
Deduct amount expended from June 30, 1864, to October 31, 1865,	345,112 61
Balance on hand October 31, 1865	64,165 92

The inmates of naval hospitals are subsisted exclusively from this fund, which is maintained by a monthly deduction of twenty cents from the pay of officers, seamen and marines, by the transfer of pensions of such persons as are allowed to commute their pensions for support in the Naval Asylum and the cost price of the rations.

Government contributes little or nothing directly to the support of hospitals or their inmates; and from the enhanced price of provisions, fuel, medicines, and other articles of necessity, the hospital fund is being reduced day by day, rendering an early appropriation by Congress necessary, unless some means are adopted by which the yearly credits of the fund will at least equal the disbursements under that head.

NAVAL LABORATORY.

The necessity for the erection of a suitable building in which to conduct the business of the naval laboratory was so cogently urged by my predecessor in his last annual report, that it is now deemed only necessary to call your attention to the matter, and say that the whole of the duties of the establishment are carried on in an unoccupied wing of the naval hospital at New York. In it the machinery, apparatus, manufacturing department, storerooms, packing and dispensing rooms are all crowded; and the whole work of providing the medical outfits of vessels during the entire war was carried on in this place.

The demands of the service are such that it is absolutely necessary to keep on hand large stocks of medical stores and appliances, to supply calls, and it is found well nigh impossible to conduct properly the daily operations of the establishment within its present contracted limits. The energies of the able director of the laboratory, and of his assistant, have been taxed to the utmost to successfully meet the demands of the navy, with the present limited means, and though their efforts have hitherto been crowned with success, I beg to submit to the department whether it may not deem it proper to ask an appropriation of the sum of $80,000, wherewith to build a suitable laboratory. I have not included the amount in my estimates.

For repairs of the present establishment and appendages, instruments, apparatus and machinery, furniture, &c., there will be required $3,500.

INSANE OF THE NAVY.

On the 30th September, 1864, 5 officers, 9 seamen, 1 marine, 1 fireman, 1 pensioner, 2 landsmen, 1 coal-heaver, and 1 boy, twenty-one in all, remained under treatment in the government hospital for the insane near this city.

During the year ending September 30, 1865, there were admitted 1 officer, 5 seamen, and 2 landsmen—total 8; the whole number under treatment during the year		29
The discharges in the course of the year were, by recovery, 3 seamen, 1 landsman, 1 fireman, 1 boy—total	6	
By death, 1 officer, 6 seamen, 2 landsmen, and 1 coal-heaver—total	10	
Removed by friends, (improved,) officer	1	
Total		17
Leaving in the institution on the 30th September, 1865, 4 officers, 1 marine, 5 seamen, 1 landsman, and 1 pensioner—total		12

NAVAL HOSPITALS.

Portsmouth, N. H.—During the summer the building which has so long been used for the accommodation of the sick and wounded on this station has been thoroughly repaired, at a very trifling outlay, and will for the present answer the immediate wants of the navy.

Boston, Mass.—The extension of the building at this place was completed early last summer, and on the 1st June, 1865, was ready for occupancy. The heating, cooking, and laundry apparatus was also completed early in the season and has been working with entire satisfaction. The total number of sick treated during the year was 903, and daily average sick $90\frac{29}{366}$.

For various repairs, improvements, furniture, &c., there will be required the sum of $10,000.

New York.—During the year the accommodations of this hospital, owing to the large number of vessels and invalids arriving from the Gulf, have been taxed to its utmost capacity. The daily average sick during the year 1864 has been $229\frac{9}{366}$; the whole number treated, 2,135.

There will be required for the various incidental repairs, renovations of building, grounds, roads, cemetery, &c., $10,500.

Naval Asylum, Philadelphia.—The erection of additional accommodations for the sick, as authorized by act of Congress, has not yet been commenced, although the architect is preparing plans at this time. The sick and wounded of the navy on the station continue to be treated in one wing of the Naval Asylum. During the year, the daily average sick was $69\frac{153}{366}$; the whole number treated, 818.

Annapolis.—The re-establishment of the Naval Academy at Annapolis necessitated numerous repairs, which were consequently made, and also the re-furnishing of the hospital building. It was re-occupied on the 30th ultimo.

For necessary repairs, renovations, furniture, &c., there will be required $5,000.

Washington.—The work of erecting the hospital building is progressing with as little delay as practicable, though many interruptions have occurred which prevented its being completed as rapidly as was desirable. Owing to the enormous increase in the price of labor, material, &c., the amount hitherto appropriated has proved totally inadequate to complete the work, and although the building is a plain brick structure, devoid of ornament or other costly features, the further sum of $30,000 will be required to finish properly the main buildings, to surround the entire lot with a suitable wall, to grade the sidewalk, and to erect the necessary outbuildings.

Norfolk.—When this establishment was re-occupied, after having been deserted by the rebels, it, together with its appendages, was found in a most dilapidated condition; all parts of the building and appurtenances had been abused, and in many instances the destruction was total. The wharves, sea-wall, enclosure, &c., all require thorough repair, and in some instances to be entirely rebuilt; for these purposes the sum of $20,000 will be required.

Port Royal, S. C.—The hospital at this place answers all the wants of the navy. The number of patients admitted during the year was 349; the daily average sick, 43+.

Pensacola, Fla.—During the year 843 patients have been admitted into this establishment; the daily average sick has been $58\frac{211}{366}$.

For various repairs, improvements, furniture, &c., $10,500 will be required.

Key West, Fla.—The Treasury Department generously continues to the navy the use of the marine hospital at this place, which, with the frequent visits of the supply steamers, meets all the medical wants of this part of the Gulf.

Memphis, Tenn.—In consequence of the reduction of the Mississippi squadron, the necessity for a naval hospital at Memphis ceased to exist, and orders were given to close the establishment the 1st of August last, and to notify the owner of the building that he could resume possession of it on that day.

Mare Island, Cal.—Owing to the present scarcity and high price of labor and all building material, and also to the derangement of the currency, causing a depreciation of government funds in California, it has not been deemed advisable to commence the erection of the hospital at this place, for which Congress appropriated $100,000. A temporary building is being used at the navy yard for hospital purposes, and will answer the object until it is deemed expedient to erect the more permanent establishment.

For repairs of building and appendages, painting, glazing, furniture, &c., there will be required $7,500.

New Orleans, La.—Orders were issued on the 5th June to Acting Rear-Admiral Thatcher to close the hospital at this place as soon as the fleet was reduced to its minimum number; the great reduction of the west Gulf squadron rendering an establishment of the kind unnecessary.

COMPARATIVE HEALTHINESS OF IRON-CLADS AND WOODEN VESSELS.

The recent introduction into the navy of the monitor class of vessels, which must for all fighting purposes completely supplant the wooden walls that heretofore protected our coast and commerce, has thrown on this bureau a most important inquiry.

The advantages of the floating forts of the monitor pattern have been demonstrated by practical experience beyond a doubt, and their superiority for attack and defence over all other vessels is now conceded by the ablest and most skilful commanders. It has been doubted, however, whether it is possible, looking

at the construction and the mode of fighting of the iron-clads, to preserve the health of the men on board, and, therefore, to maintain the fighting material in that condition, without which alone actual naval success must be problematical. Two questions are hence presented for solution:

1st. What is the sanitary condition of an iron-clad as compared with a wooden vessel?

2d. What is the best mode of ventilating iron-clads and preserving the health of those on board?

Feeling the importance of these inquiries, I have caused a careful examination to be made of the quarterly report of sick, from the beginning of 1863 to the end of June, 1865, of all the iron-clads employed in active service from James river, Virginia, to Mobile, Alabama, and tables to be prepared therefrom, (see appendix No. 2,) and compared the results with those derived from reports of wooden vessels upon the same stations, engaged in the same labor, and whose complements were identical.

These comparisons have been instituted—

1st. By taking the eleven (11) iron-clads of 1863, with an aggregate complement of fifteen hundred, (1,500,) and comparing the total sick, deaths, daily average, &c., with that of twelve (12) wooden vessels of the same squadron, with an aggregate complement of fifteen hundred and thirty-nine, (1,539); the eighteen (18) iron-clads of 1864, with complement of twenty-four hundred and fifty-eight, (2,458,) and eighteen (18) wooden vessels, with complement of twenty four hundred and seventy-one, (2,471;) and seventeen (17) iron-clads of 1865, (first six months,) with complement of twenty-three hundred and seventy, (2,370,) and fourteen (14) wooden vessels, with twenty-four hundred and thirty-five (2,435) all told.

2d. By tabulating the diseases said to be of most frequent occurrence on board the iron-clads, taking each vessel by herself, and giving the number reported in each quarter, year by year; doing the same with twelve (12) wooden vessels of 1863, twenty-seven (27) of 1864, and twenty-seven (27) of 1865.

3d. By a consolidated statement showing the numbers of these diseases in all the iron-clads, quarterly and yearly; forming comparison with a similar statement from the wooden vessels first selected on account of average complement.

The iron-clad frigate New Ironsides has been included in these statements, although not of the monitor pattern, and possessing, indeed, some advantages over those vessels, such as being enabled, when fighting one battery, to keep the ports on the other side open, &c.; but as she does not appear to have enjoyed any greater immunity from disease, I have thought it well to include her on the one side, as well as the dry, well-ventilated frigate Wabash on the other.

In an interesting report from the iron-clads off Charleston, made during the month of May, 1863, to the fleet-surgeon of the South Atlantic blockading squadron, the medical officers of those vessels complain, 1st, of the ventilation of the vessels, and, 2d, of the dampness.

Up to this time the iron-clads were an experiment, and more attention had been given in their construction to their fighting qualities than to their fitness for keeping men on board in first-rate physical condition. The ventilation was no doubt imperfect, and based on a wrong principle, that of forcing fresh air through the hold, instead of pumping out the foul air and allowing the fresh air to rush in from all the openings above.

The dampness complained of is probably inevitable in an iron vessel submerged to within two feet of the surface of the water.

With time and experience, however, the means of ventilation were improved, and instead of having the air-ports closed when at anchor, with a sea just sufficient to wash the deck, iron tubes, some three or four feet in height, were provided, that could be trimmed to the wind, and thus send a steady stream of cool, fresh air below.

By this means the health of those on board was greatly improved, as will be seen by referring to the table No. 1, where it will be found that the average percentage sent to hospitals in 1863 was .25+; in 1864 was .10+; and in 1865 was .05+.

In the report above alluded to it is said, "the principal diseases we have to deal with are rheumatism, debility, fever, and pleurisy." I have, accordingly, tabulated those diseases, for both monitors and wooden vessels, for two and a half years, from January 1, 1863, and find, contrary to my own expectations, that the iron-clads had the greater number, only in the instance of debility, in the fourth quarter of 1864.

In the daily average of sick for the thirty (30) months above stated, we find the advantage again with the monitors, the proportion being 4.04 in 1863; 3.4 in 1864; and 2.9 in 1865; to the wooden vessels 4.9 in 1863; 4.6 in 1864; and 5.7 in 1865.

In looking over the quarterly reports of sick of different vessels, it is found that the armed schooner T. A. Ward, with a complement of forty, (40,) had, in the third quarter of 1864, two hundred and sixty-nine (269) "sick days," or entries, on the journal; whilst the Patapsco, with eighty-eight (88) men, had two hundred and sixty (260) "sick days;" the Passaic, of eighty, (80,) had one hundred and sixty-seven, (167,) and the Sangamon, of eighty, (80,) had one hundred and thirty-one (131) only; yet the T. A. Ward, with her daily average of $2\frac{85}{92}$, was not considered an unhealthy vessel.

In the fourth quarter of 1864 the T. A. Ward, with fifty-five (55) men, had two hundred and thirty-one (231) "sick days," a daily average of $2\frac{47}{92}$; the brig Perry, of sixty-nine (69) men, had four hundred and ninety-nine, (499,) or an average of $5\frac{39}{92}$; while the Lehigh, with one hundred (100) men, had one hundred and thirty (130) "sick days;" and the Sangamon, of eighty (80) men, had only seventy-two (72) in that quarter.

During the fourth quarter 1864, and the first quarter 1865, the monitors, under Admiral Porter, had a severe experience; twice they were in battle under the walls of Fort Fisher, with an interval of unusually bad weather off Beaufort, North Carolina; yet we find with them, as with those further south, a marked freedom from disease.

The Saugus, from November 25 to December 23, 1864, had but one entry upon the journal, reporting "none sick" for twenty-six (26) consecutive days; from December 23, 1864, to January 7, 1865, but one case, that of an accidental contusion; from January 7 to January 12, "none sick;" and from January 13 to January 20, but two patients, both wounded by the bursting of a gun in action against Fort Fisher. From January 20 to February 12, but three (3) patients, two of whom had for years suffered from epilepsy and asthma. From February 13 to March 7, twenty-two (22) days, "none sick," when the case of asthma again presented itself, daily, until the 15th. From that date to the 22d of March, six days, "none sick;" and from March 22 to April 1, but one patient.

The Montauk, one of the three that in the early part of 1863 had "already sent 20 per cent. of their respective complements to hospitals," is found in such improved sanitary condition as to have, from December 16, 1864, to February 16, 1865, no entries upon the journal of practice other than two men who had come on board with diseases unfitting them for duty, and were immediately sent to the hospital-ship, and one man of the old crew who had returned, still disabled, from hospital-ship, with an injured hand. With the exception of this last, the surgeon reports, under date of March 15, 1865, "up to to-day have had a clear list." Still, from that date until the 29th May, 1865, the ship remained without a case of disease or injury worthy of notice, save one of accidental gunshot wound, and one of varioloid. This last was the only case of disease occurring on board (in all likelihood contracted ashore) for the last one hundred and sixty

five (165) days of the Montauk's cruise, and that in the unhealthy region of Charleston roads, South Carolina, and in presence of the enemy.

On board the Lehigh there appeared no case worth recording from February 11, 1865, to March 2, 1865, when one of consecutive syphilis presented itself. In the latter part of this (first) quarter, the Lehigh came north and joined the squadron in James river, near Richmond, Virginia; yet we find in the journal of practice no evidence of the great inconvenience and suffering endured by those who first served on board the monitors. Her record, indeed, shows that for the second quarter of 1865 there was a daily average sick of 1.06, and this on board a monitor in the miasmatic region of James river, with a crew presumed to be somewhat debilitated by long continued active service in the waters of South Carolina.

On board the Sangamon we find "all well" from February 16, 1865, to the 28th of the same month, when a case of primary syphilis presented itself as the only patient, until March 16. From that date until June 3 we meet only with one case of sore throat and three cases of injury—one resulting in inflammation of the brain, with recovery, on board. From June 3 to July 23, fifty (50) days, there are no sick reported. From July 24 until August 17, (end of cruise,) there were but seven (7) cases admitted, none of a grave aspect.

The Passaic, from the 1st of June, 1865, off Charleston, South Carolina, until her going out of commission at Philadelphia, June 15, had but two (2) sick men; and while at sea, for five days, reports upon each day, "no sick."

There are, probably, no wooden vessels in any squadron throughout the world that can show such immunity from disease as the foregoing.

In concluding this subject it is proper to refer to the fact, well known to the department, that the order, issued in the summer of 1863, providing for the periodical transfer of men on board the iron-clads of the South Atlantic blockading squadron to wooden vessels, was not availed of by their officers and crews; they preferred remaining on board the vessels to which they were attached to being transferred elsewhere.

NAVAL PENSIONS.

The intimate relation that subsists between this bureau and the Pension Office induces me to ask your attention to an interesting and important subject. In order that the extent of that intimacy may be understood, it may be well to state that during the year ending October 31, 1865, not less than 337 cases were referred from the Commissioner of Pensions to this office; and that during the same period not less than 254 cases were finally adjusted by this bureau, and the necessary certificates forwarded to the claimants.

The act of Congress by which naval pensions are regulated was enacted prior to the rebellion, and, therefore, prior to the creation of the new grades of vice-admiral, rear-admiral, commodore, lieutenant-commander, &c.

The highest grade recognized by that act was that of captain, whose family was allowed a pension of only $30 per month, and which was the amount also allowed the families of commanders, lieutenant-commanders, lieutenants, and masters commanding; so that, by the provision of the law as it now stands, the family of a vice-admiral is allowed a pension no greater than the family of a master commanding; and that sum was reduced $20 upon the amount previously allowed the family of a captain.

As by law pensions are only granted in cases wherein it is satisfactorily established that death has resulted from exposure in the performance of duty, it would seem but just that a better provision should be made for the widows and orphans of those who have lost their lives in their country's service, than that now made by the act of Congress referred to. Thirty dollars a month to the family of such an officer is certainly not adequate.

Now, it appears to me, is the time for increasing the amount of the pension, and for making it proportionate to the rank of the officer.

The great war that has maintained the integrity of the nation is over, it is hoped and believed, forever, and, therefore, it is possible to ascertain the amount required to provide properly for the families of those who, in their manly efforts to preserve the government from destruction, lost their own lives, and left their wives and children without any other protector than the republic.

No fear need now be felt that the amount needed will be increased. On the contrary day by day, it will be diminished. There is also a still stronger reason why this should be done at once. At the time of the enactment referred to there existed no pension fund, and the expenditure was a burden on the public treasury. Now, however, it is otherwise. The navy, during the war, won for itself a pension fund of $11,000,000, the annual interest of which will amount, at the present rates, to $660,000 in gold. Is it not eminently proper that the wives and offspring of the bold men, whose prowess accumulated this noble fund, should at least enjoy a portion of its profits?

The whole amount of pensions paid out during the last year did not exceed $250,000. It is manifest, therefore, that a proper increase in the annual pensions allowed to the families of officers, with due regard to the rank of the deceased, may be made without absorbing the whole of the interest on the present pension fund, and I would, therefore, strongly urge that the subject be presented to the early attention of Congress.

By an act of Congress of July 4, 1864, "it is provided that all persons now entitled to a less pension, who shall have lost both feet in the military service, shall be entitled to a pension of $20 per month; and those who, under the same conditions, have lost both hands, shall be entitled to $25 per month."

As this law is construed in accordance with its phraseology, it dooms to painful inequality those persons in the navy who have suffered equal loss, and receive, under the present naval pension bill, but eight or ten dollars per month.

It cannot be supposed that this distinction was intended, and it is presumed that it requires but a notice of the fact to secure for the sailor the same reward as is bestowed on the soldier.

MEDICAL CORPS OF THE NAVY.

It would be a source of the deepest gratification to this bureau to know that the medical corps of the navy offers sufficient inducements to attract the best talent to its ranks, and to feel that those ranks would always be filled. I am reluctantly, however, compelled to say that in my judgment there is no vocation above the humblest laborer that does not at the present time offer greater inducements to the youthful aspirant, and moreover to express the earnest conviction that, if Congress does not, by apt legislation, increase the compensation and elevate the position of the medical officer, the corps which has so recently, during the rebellion, rendered such eminently valuable and efficient service, may soon consist, with but few exceptions, of those who are either too old for active service, or too young to be intrusted with important duties.

My able predecessor has demonstrated that in point of position and relative rank there is scarcely a power on the face of the earth in whose navy the medical officer is not treated with more consideration, and whose position and rank are not superior to that held by him in this country. The importance of his duties, the years of anxious study required to make him an honorable member of his profession, his previous education, the clear, intelligent, and prompt judgment that he should possess, have impressed other nations with the necessity of rewarding such talents and acquirements with at least a corresponding position in the service. But this subject has been so fully and ably brought to the consideration of the honorable Secretary of the Navy by my

immediate predecessor, that I deem it unnecessary to do more than refer to his reports of 1863 and 1864 on that branch of the subject. There is, however, another branch demanding the immediate and most earnest attention of Congress.

In the present state of affairs in this country, with the deranged condition of the currency and the enormous prices of food and clothing, the medical officer cannot subsist on the pay now allowed him by law. The consequence is, that the corps is rapidly diminishing in numbers. The price is not sufficient to induce the medical talent of the country to give up the actual or anticipated emoluments of private practice, and undertake the perilous duties of a naval medical officer, with but little position and less pay, and at the same time subject himself to the dangers of the sea and to the hazards of noxious climates. The mechanic is better paid, and a clerk of skill and reputation can earn double the amount of an assistant surgeon's salary.

What is there, then, to prevent the corps from gradually dwindling into such small proportions that we shall be compelled to take into the service any who may apply, without requiring of them any previous examination, or expecting in them any but the most ordinary qualifications? The consequences will be felt in the future condition of the corps itself, in the increased mortality on shipboard, and at naval hospitals, and, in the event of a war, in the want of the most efficient elements of that "problem of sanitary science." Then, it is true, promotion and pay will be freely offered, but it will be impossible at once to build up a medical corps, and all the experience and advantage that we might have gained will be lost to us.

I beg, therefore, most earnestly to bring to your notice the absolute necessity for prompt action on the part of Congress, to save the medical corps of the navy from apparent disintegration. Immediate and efficient legislation can alone do justice to the services and ability of the present members of this valuable corps, and guarantee its future efficiency.

Very respectfully, your obedient servant,

P. J. HORWITZ, *Chief of Bureau.*

Hon. GIDEON WELLES,
Secretary of the Navy.

RECAPITULATION OF ESTIMATES.

Surgeons' necessaries and appliances	$168,750
Contingent	75,000
Personnel of hospitals, pay of navy	102,210
Construction, improvement, and repair of hospitals	97,000
Total	442,960

P. J. HORWITZ, *Chief of Bureau.*

Appendix No 1.—Casualties in the navy during the rebellion.

1861.

In engagement of United States steamer Harriet Lane with rebel batteries at Pig Point, mouth of Nansemond river, Va., June 5, 1861, there were 5 wounded; all by splinters. Of these, one sustained a compound fracture of metacarpal bone of middle finger; one was a severe flesh wound of the leg; and the others were slight. All resulted in recovery.

In action with rebels at Matthias Point, Va., the Pawnee and Thomas Freeborn, on June 27, 1861, had 1 officer killed—Commander Ward, U. S. N.—and 4 men wounded. Total, 5. One case of amputation of lower extremity. Recovered.

In battle of Manassas, (Bull Run,) Va., July 21, 1861, the battalion of United States marines had 9 killed, 19 wounded, and 16 missing. Total, 44.

In action against and capture of rebel forts at Hatteras inlet, N. C., August 29, 1861, the Cumberland had 1 man severely injured by recoil of gun.

In engagement resulting in capture of Port Royal, S. C., November 7, 1861, by Admiral DuPont, our casualties were: Died of their wounds, 8; severely wounded, 5. Total, 13. Amputations, 2; one of upper and one of lower extremity. Results: Recovery and artificial limbs.

In action against Fort McRea, Pensacola harbor, Fla., November 22, 1861, the Richmond had 1 killed and 7 wounded. Total, 8.

1862.

In engagement of rebel fleet and forts at Roanoke island, N. C., February 7, 1862, by United States naval forces under Admiral Goldsborough, our loss was: Killed, 6; mortally wounded, 1; wounded, more or less severely, 16. Total, 23.

In capture and destruction of rebel battery and flotilla off Elizabeth City, N. C., February 10, 1862, by United States naval forces under Commander S. C. Rowan, our loss was 2 killed and 7 wounded. Total, 9.

By the attack of the rebel iron-clad Merrimack upon our wooden ships, at Newport News and Hampton Roads, Va., March 8, 1862, our loss in killed and wounded, as per surgeons' reports, was: Killed, 8; wounded severely, 46; slightly, 18. Total, 72. Amputations, 5; four of upper and one of lower extremity. All recovered. Three furnished with artificial limbs.

In engagement of March 9, 1862, between United States iron-clad Monitor and the rebel iron-clad Merrimack, the casualties on our side were but 3; the most serious of which was the case of Lieutenant John L. Worden, commanding; since recovered.

In the important capture of Newbern, N. C., March 13 and 14, 1862, no casualties occurred on board any of the vessels engaged; but in the naval howitzer battery, commanded by Lieutenant R. S. McCook, U. S. N., and co-operating with forces of General Burnside, we had 2 killed and 11 wounded—three severely. Total, 13.

In the operations of naval forces under Admiral Farragut, resulting in capture of the city of New Orleans, La., and defences, from 18th to 25th April, 1862, the casualties were 39 killed and 171 wounded, 54 severely—of these, 4 mortally and 117 slightly. Total, 210. Eleven amputations were performed; four of lower and seven of upper extremities. One man, Seaman John J. Winn, losing both left arm and thigh, with recovery and artificial limbs.

In the action of May 15, 1862, between the Galena, (iron-clad,) Port Royal, and Naugatuck, United States vessels, and the rebel battery, Fort Darling, on James river, Va., there were 13 killed, 1 mortally wounded, 2 severely and 11 slightly wounded. Total, 27.

In action between gunboats Wissahickon and Itasca and rebel batteries at Grand Gulf, Miss., June 9, 1862, there were 1 killed and 5 wounded. Total, 6.

In Admiral Farragut's passage of rebel forts at Vicksburg, Miss., June 28, 1862, there were: Killed, by enemy's shot, 7; by scalding, on board Clifton, 7; by drowning, 1; total, 15. Wounded, by shot, 31; by scalding, 1; total, 32. Aggregate, 47.

In engagement with iron-clad rebel ram Arkansas and Vicksburg batteries, July 15, 1862, our fleet had 5 killed, 5 slightly and 11 severely wounded. Total, 21.

In attack by rebels upon gunboats Sciota and Kineo, while passing Donaldsonville, La., with convoy, October 4, 1862, 2 were killed, 1 slightly wounded and one severely, necessitating amputation of right arm. Result, recovery. Total, 4.

In operations up Bayou Têche, La., by the gunboats Calhoun, Kinsman, and others, October 2 and 5, 1862, there were 5 killed, (one dying after amputation,) and 5 wounded; together with 2 soldiers killed. Total, 12.

In attack of naval forces under Admiral Foote, on Fort Henry, Tenn., February 6, 1862, the Cincinnati had 1 killed, and 9 wounded by cannon shot; the Essex had 1 killed by cannon shot. "At twenty minutes before the rebel flag was struck, the Essex, unfortunately, received a shot in her boilers, which resulted in the wounding, by scalding, of twenty-eight officers and men, including Commander Porter, &c." Of these, 5 were killed; 8 scalded badly; 10 scalded, less severely; and 5 missing. "In addition to the above, we had nineteen soldiers on board, of whom nine were scalded, and four of these have since died." Total killed by cannon shot, 2; wounded, 9. Total killed by scalding, 9; wounded, 23. Aggregate of casualties, 43.

In the attack upon Fort Donaldson, Tenn., February 14, 1862, the St. Louis had 2 killed, and 8 wounded; the Carondelet 5 killed, and 28 wounded; the Pittsburg 2 wounded; and the Louisville 4 killed, and 5 wounded. Total, 11 killed, and 43 wounded. Aggregate, 54.

In an action at Pittsburg landing, Tenn., March 1, 1862, the gunboat Taylor had 5 of her crew wounded, one necessitating amputation of leg, and 1 killed and 1 wounded of company C, 32d regiment Illinois volunteers; the Lexington had 1 seaman killed, 2 seamen missing, and a corporal of company K, 32d Illinois volunteers, missing. The missing were either killed on shore, or fell into the hands of the enemy wounded. Total casualties, 11.

By the bursting of a rifle gun on board gunboat St. Louis, off Island No. 10, Mississippi river, March 17, 1862, 3 men were killed, and 13 wounded, 9 of the latter severely so. Total, 16.

In an engagement with rebel gunboats off Fort Pillow, Tenn., May 10, 1862, there were 4 severely wounded.

In the destruction of rebel fleet and capture of Memphis, Tenn., June 5, 1862, 3 men only of the flotilla were wounded, and those slightly.

In attack and capture of rebel batteries at St. Charles, on White river, Ark., "a shot caused the explosion of the steam-drum of the Mound City, by which the greater part of her officers and crew were killed and wounded." Of 175 officers and men, only 2 officers and 26 men remained unscathed. Many were killed by the enemy while they were struggling in the water, scalded unto death and drowning. Total of casualties, 147.

In attack on the upper batteries at Vicksburg and the rebel ram Arkansas, July 22, 1862, the Essex lost 1 man killed and 2 wounded; total, 3. Losses on board other vessels of Admiral Davis's command, 12 killed, 32 wounded, and 10 missing. In all, 57.

In rebel attack, December 10, 1862, upon Plymouth, N. C., and the gunboat Southfield, our loss was 1 man severely wounded, 2 slightly, and 1 jumped overboard upon explosion of steam drum. Total, 4.

November 28, 1862, the Morning Light, in destruction of salt works near Velasco, Texas, had 1 man taken prisoner, 1 killed, 2 severely and 3 slightly wounded. Total, 7.

December 10, 1862, gunboat Currituck, and coal schooner Cadosh, off Brandywine hill, Rappahannock river, had 2 mortally, 1 severely, and 1 slightly wounded. Total, 4.

In co-operating naval movement up Neuse river, N. C., December 10 to 20, 1862, there were 2 killed, 1 severely and 6 slightly wounded. Total, 9.

In action against rebel batteries at Drumgould's bluff, Yazoo river, Miss.,

December 27, 1862, the Benton and others lost 3 killed, 4 severely and 3 slightly wounded. Total, 10.

December 31, 1862, in the loss of the iron-clad steamer Monitor, sunk in gale off Hatteras, 16 of her officers and men were drowned.

1863.

In an engagement off Fort Caswell, Cape Fear river, N. C., by the Dacotah and Monticello, February 23, 1863, our loss was 1 mortally and 1 slightly wounded. Total, 2.

In rebel investment of Washington, N. C., March 30 to April 15, 1863, 1 officer was killed, 1 man mortally and 3 men slightly wounded.

In expedition to Ware river, Va., from gunboat Commodore Morris, April 9 1863, 1 severely wounded.

In combined operations up Nansemond river, Va., April 12 to 20, 1863, there were 14 killed and 23 wounded. Total, 37. One amputation of upper extremity.

On board the Mount Washington, April 20, 1863, James river, Va., an engineer was accidentally killed by being caught in the machinery.

In expedition, May 3, 1863, against blockade-runners and rebel dépôt at Morrell's inlet, S. C., by Maratanza and Chocura, 1 man was killed, and 1 severely wounded. Total, 2.

In destruction of illicit traffic up Chowan river, N. C., May, 1863, the Valley City had 1 officer seriously wounded in groin, and the Commodore Perry 1 man severely wounded in shoulder. Total, 2.

In expedition up Pianketank river, Va., August 17, 1863, Acting Master Hotchkiss, commanding General Putnam, was killed, and 3 men wounded Total, 4.

In raid of rebel iron-clads upon the blockading fleet off Charleston, S. C., January 31, 1863, the Mercedita had 1 petty officer killed by shell from enemy; 3 men killed and 3 wounded by scalding; total, 7. The Keystone State had the medical officer, Dr. Gotwold, his steward, the sergeant of marines, and 6 others, instantly scalded to death, and 11 killed by shell; 14 wounded by scalding, and 6 by shell; of the wounded, seven more died. Total killed, 27; wounded, 13; in all, 40. Aggregate casualties, 47.

In the attack by rebel batteries upon United States steamer Isaac Smith in Stono river, S. C., resulting in her capture, January 30, 1863, there were 9 killed and 15 wounded; total, 24. One sustained amputation of upper extremity; since furnished with artificial limb.

In the attack on Fort Sumter, Charleston harbor, April 7, 1863, the Keokuk (iron-clad) had 2 dangerously, 3 severely, and 11 slightly wounded; total, 16. The Nahant (monitor) had 1 killed, 2 severely and 4 slightly wounded; total, 7. Aggregate of casualties in this battle, 23.

In attack of July 10, 1863, upon Fort Wagner, Morris island, S. C., 1 officer, and one boy, were severely wounded. Total, 2.

In action of July 16, 1863, between Pawnee, Huron, and Marblehead, and rebel batteries on banks of Stono river, S. C., 1 man was mortally wounded; 2 officers, and 1 man, slightly wounded. Total, 4.

In engagement August 17, 1863, with Fort Sumter and Morris island batteries, the Catskill (monitor) had her commanding officer, Commander Rodgers, and Paymaster Woodbury, killed; the pilot and a mate slightly wounded. Total, 4.

In night attack by monitors upon Fort Sumter, August 22, 1863, 1 man was slightly wounded.

In night attack by monitors and New Ironsides upon Forts Sumter and

Moultrie, September 1 and 2, 1863, Fleet Captain Badger was very severely wounded.

The monitor Weehawken, while ashore off Cummings's Point, Morris island, S. C., September 8, 1863, had 1 man severely and 2 slightly wounded; total, 3. The New Ironsides, interposing, and covering the Weehawken from the fire of the enemy, had 3 men slightly wounded.

In night attack upon Fort Sumter by naval forces in boats, September 8, 1863, 12 officers were captured, (one—Lieutenant Bradford, marine corps—mortally wounded,) together with 95 seamen and marines, of whom 3 were mortally and 20 slightly wounded; 3 others killed, and 4 wounded. Total, 30 killed and wounded.

On the night of October 5, 1863, an attempt was made to blow up the New Ironsides, in Charleston Roads, by a rebel torpedo boat. The officer of the deck, Mr. Howard, was mortally wounded by a musket shot from one of the rebels, and one of the men below had a leg broken by the explosion of the torpedo. Total, 2.

In boat expedition from T. A. Ward into Morrell's inlet, S. C., October 20, 1863, 1 man was killed, and 1 officer and 9 men captured by rebels. Of these, five "died during their severe imprisonment at Andersonville, Georgia."

In monitors' attack upon Fort Sumter, November 2, 1863, 2 men were killed on board the Patapsco by premature explosion of the rifled gun.

November 17, 1863, monitor Lehigh grounded near Fort Moultrie. Acting Ensign R. Burke was severely wounded.

December 6, 1863, the monitor Weehawken sunk at her anchor in Charleston Roads, S. C., drowning 30 officers and men.

December 17, 1863, a boat of the Clover was capsized in the breakers of Charleston bar. A boat from the George Mangham picked up the crew, but was herself filled and swamped. Two other boats came to the rescue, and were capsized. Of the 23 officers and men thus adrift, 15 were picked up by Admiral Dahlgren's barge, and 2 by a boat from the Mary Sanford; 5 men and 1 officer were drowned. Total, 6.

In attack by rebel batteries upon gunboat Marblehead, December 25, 1863, in Stono river, S. C., that vessel lost 3 men killed and 4 wounded. Total, 7.

In boat expedition from gunboat Sagamore to Smyrna, Fla., March 2, 1863, 1 man was killed, 3 men severely wounded, and 1 officer and 2 men slightly wounded. Total, 7.

In boat expedition from frigate St. Lawrence and gunboat Sagamore to Bayport, Fla., April 4, 1863, 1 man was slightly wounded.

In boat reconnoissance from United States bark Roebuck up St. Andrew's bay, Fla., March 20, 1863, 2 men were killed; 3 mortally, 2 severely, and 2 slightly wounded. Total, 9.

By rebel abuse of white flag, the United States bark Pursuit, off Gadsden's Point, Tampa Bay, Fla., March 27, 1863, was induced to send in a boat, when the party were fired upon by about one hundred rebels. The officer in charge and 1 man were very severely wounded, 2 men slightly wounded.

In cutting-out expedition from United States bark Amanda up Ocklockonnee river, Fla., March 24, 1863, 1 man was killed, 1 officer severely and 6 men slightly wounded. Total, 8.

In boat expedition from Somerset and Stars and Stripes up St. Mark's river, Fla., July 12, 1863, 1 man was slightly wounded.

In land expedition from gunboats Tahoma and Adela, resulting in destruction of steamer Scottish Chief and sloop Kate Dale, blockade runners, in Hillsboro' river, Fla., October 16, 1863, 3 men were killed, 2 officers and 8 men wounded—2 severely. Total, 13.

In the disaster at Galveston, Tex., January 1, 1863, there were 19 killed—of these, 13 by explosion of Westfield's magazine; 5 mortally, 13 severely, and 14 slightly wounded. Total, 51.

In the sinking of the gunboat Hatteras by the rover Alabama, under the rebel flag, but 2 of our men were killed and 5 wounded. Total, 7.

In an engagement, January 14, 1863, with rebel steamer Cotton and rebel batteries in river Têche, the United States gunboat Calhoun had her commander, Buchanan, and 2 men killed, and 1 officer and 5 men wounded; total, 9. The Kinsman had 1 officer wounded, who died therefrom February 9, 1863. Aggregate, 10.

In the rebel attack and capture of United States sailing-ship Morning Light, January 21, 1863, there were 2 killed, 3 severely and 1 slightly wounded. Total, 6.

In the loss, by snagging, of United States gunboat Kinsman in Berwick bay, February 23, 1863, 5 men are believed to have been drowned.

In passage of rebel batteries at Port Hudson, March 14, 1863, the Hartford, flag-ship, had 1 man killed and 2 slightly wounded, and the Albatross 1 killed; total casualties on board these two ships, 4. On board the Mississippi, that got ashore and was burned to prevent capture, as far as can be yet ascertained there were 9 killed, 4 severely wounded, 4 slightly wounded, and 52 missing, supposed to have been drowned; total, 69. The Richmond lost 3 killed; 1 mortally, 1 severely, and 10 slightly wounded; total, 15. Of these, two sustained amputation—one of lower extremity with fatal result, and one of upper extremity with recovery, and afterwards furnished with artificial limb. The Genesee had 3 slightly wounded. The Monongahela had 6 killed, 5 severely and 16 slightly wounded; total, 27. Of these, one amputation of thigh; result, recovery. Aggregate of casualties in this battle, 116.

In engagement with Grand Gulf batteries, March 19, 1863, the Hartford had 2 killed and 6 slightly wounded. Total, 8.

In engagement with Grand Gulf batteries, March 30, 1863, the Hartford had 1 killed.

March 28, 1863, the gunboat Diana was attacked by field batteries and sharpshooters on the banks of the Atchafalaya river, La. The action lasted two and three-quarter hours. Of the four officers, the captain and the two next in rank were killed; 4 men were killed, 1 severely and 3 slightly wounded. Total casualties, 11. Of these, one amputation of lower extremity; result, recovery; artificial limb.

April 7, 1863, gunboat Barrataria attacked by rebels while aground at mouth of Amite river, La.; destroyed to prevent capture. One man wounded in arm; sustained amputation at shoulder-joint. Recovered.

In skirmish with rebels at Sabine Pass light-house, La., April 18, 1863, Lieutenant Commander M'Dermot, of the Cayuga, was killed; Commander Read and 4 men of the New London were seriously and 1 man slightly wounded. Total, 7.

In reconnoissance of Fort DeRussey, Red river, La., May 4, 1863, the Albatross had 2 killed and 4 wounded. Total, 6.

In destruction of United States steamer Preble, by fire, at Pensacola navy yard, Fla., April 37, 1863, one (1) man was suffocated and three (3) wounded. Total, 4.

In action between United States steamer Princess Royal and rebel batteries, near Donaldsonville, La., June 28, 1863, one (1) man was killed and two (2) wounded. Total, 3.

In investment of Port Hudson, La., the Essex, iron-clad, had six (6) men slightly wounded between May 23 and July 1, 1863.

In action with rebel batteries below Donaldsonville, La., July 7, 1863, Commander Abner Read, of the Monongahela, and 1 man were killed, Captain Thornton A. Jenkins and 2 men were severely wounded, and 1 man slightly wounded. Total, 6.

In action with rebel batteries at Whitehall Point, Mississippi river, La., a shot from the enemy struck the New London's boiler, July 10, 1863, scalding 6 persons severely.

In repulse of combined expedition to Sabine Pass the Clifton and Sachem were captured, with loss of 30 killed; the wounded also falling into the hands of the enemy; number not yet ascertained.

In attack and capture of Fort Hindman, (Arkansas Post,) January 10 and 11, 1863, by combined forces, the Louisville had 2 men mortally wounded, 1 officer and 2 men severely and 5 men slightly wounded, and 1 man killed. Total, 11.

The Baron de Kalb had 2 killed, 1 mortally wounded, 6 seriously, and 8 severely. Total, 17. Aggregate casualties, 28.

In expedition of ram Queen of the West up Red and Black rivers, La., February 12 to 14, 1863, 1 officer was wounded by guerilla party, and 1 scalded in loss of vessel. Total, 2.

On the night of February 24, 1863, the iron-clad Indianola was attacked, below Vicksburg, by 4 rebel steamers—2 armed rams and 2 armed cotton-clads—and was captured after an engagement of one hour and twenty-seven minutes, losing 1 killed, 1 wounded, and 7 missing. Total, 9.

In Admiral Porter's expedition through Steele's bayou and Deer creek, near Vicksburg, March 14 to 24, 1863, 1 officer was mortally and 2 men severely wounded.

In Yazoo Pass expedition, with attack on rebel Fort Pemberton, March 11 to 18, 1863, the Rattler had 3 men killed and 11 wounded—3 mortally. Total, 14. The Chillicothe had 4 killed and 10 wounded. Total 14, with further loss of 6 wounded; in all, 20. The Baron de Kalb had 3 killed, 1 severely and 2 slightly wounded. Total 6. Of these, 1 suffered amputation of lower extremity. The Rattler had again 1 killed and 1 wounded, and the Chillicothe 2 wounded. Aggregate of casualties in expedition, 44.

In passage of Vicksburg batteries by rams Lancaster and Switzerland, March 25, 1863, the latter had 3 men scalded.

In the successful passage of Vicksburg batteries by Admiral Porter's fleet and troops of General Grant, on the night of April 16, 1863, the General Price had 3 men slightly wounded; the Benton had 4 officers and men severely wounded, one suffering amputation of lower extremity; the Carondelet had 4 wounded; the Mound City had 2 severely and 2 slightly wounded—total, 4. Aggregate casualties, 15.

In engagement with rebels at Green Bottom, Tenn., April 24, 1863, the Emma Duncan had 3 men severely wounded, necessitating amputation in all above the elbow, with recovery.

In the engagements of April 29, 1863, at Grand Gulf, Miss., by Admiral Porter's fleet, the Benton had 7 men killed, and 19 officers and men wounded. Total, 26. Many of these were of the 58th Ohio volunteers: First Lieutenant J. Herring, with compound fracture of left forearm, having a wound of left knee, necessitating amputation of thigh. The Tuscumbia had 5 killed and 24 wounded—3 mortally. Total 29. Among these an officer and men of 29th Illinois volunteers.

The Mound City had 1 orderly sergeant of 58th Ohio volunteers killed on board.

The Pittsburg had 6 killed, 7 slightly and 5 severly wounded, 1 undergoing amputation of lower extremity, with recovery. Total 18. Aggregate of casualties, 74.

In action at Yazoo Pass, March 13, 1863, the Baron de Kalb had 1 officer and 2 men killed, and 1 severely wounded, undergoing amputation of lower extremity. Result, recovery.

In action at Yazoo Pass, April 22, 1863, 1 man on board Prairie Bird was wounded severely, necessitating amputation of lower extremity. Recovered, and artificial limb furnished.

In feigned attack upon Haines's or Drumgoold's bluff, Yazoo river, April 30 and May 1, 1863, the Baron de Kalb had 1 man severely wounded by rifle-ball. The Choctaw, although struck forty-six times, had only 2 men slightly bruised by splinters. Total, 3.

In action with rebels at Duck River shoals, Tenn., April 26, 1863, Ellet's marine brigade had 2 killed and 1 wounded. Total, 3.

In engagement of Vicksburg batteries by Admiral Porter, May 22, 1863, the Mound City had 4 wounded only.

In expedition up Yazoo river, May 21, 1863, to destroy rebel navy yard and steamers, the Baron de Kalb had 1 killed. The Linden had 5 wounded; the Petrel 2, and the Choctaw 1. Total, 9.

In engagement with Vicksburg batteries, May 27, 1863, the Cincinnati was sunk, with a loss of 5 killed or died of wounds, 5 severely and 9 slightly wounded, and 14 drowned. Total, 33.

In expedition up Yazoo river to capture or destroy rebel transports, May 24, 1863, the Petrel had 2 men wounded.

In Ellet's Mississippi marine brigade, May 23, 1863, near Austin, Tenn., there were2 killed, and 19 wounded. June 15, near Richmond, La., 3 wounded, 1 danger-ously; and June 30, in affair with large guerilla force, near Goodrich's landing, Mississippi river, 1 officer killed, and 2 men slightly wounded. Total, 3 killed, and 24 wounded. Aggregate, 27.

In action ashore with rebels at Cerro Gordo, Ky., June 19, 1863, the gunboat Robb had 1 killed, and 2 severely wounded. Total, 3.

In expedition up Little Red river, Ark., August 15, 1863, the Cricket had her pilot severely wounded, together with several soldiers.

In the capture of the Satellite by rebels, in Rappahannock river, Va., August 23, 1863, 2 were mortally and 1 severely wounded. Total, 3.

In engagement between the United States steamer Wyoming and Japanese forces at Simonosaki there were 5 killed, and 6 wounded. Total, 11.

By premature explosion of rifle-gun in naval battery against Fort Wagner, S. C., August 23, 1863, 4 men were instantly killed.

In action with shore battery, James river, Va., August 6, 1863, 1 officer was instantly killed by cannon shot, and 1 man severely wounded.

In action at Rappahannock Station, Va., November 7, 1863, the Mercedita had 1 man severely wounded.

February 1, 1864, in expedition from Minnesota and others, with rebels at Smithland, Va., 1 officer and 3 men were severely wounded. Total, 4.

In combined expedition up James and Nansemond rivers, Va., April 13, 1864, the Minnesota and others had 1 officer killed, and 1 man severely wounded. Total, 2.

In movement of army and navy up James river, Va., May 6, 1864, the gunboat Commodore Jones was destroyed by rebel torpedo, with loss of 2 drowned, 1 fatally injured, 32 severely injured, and 5 slightly injured. Total casualties, 40.

May 7, 1864, near Turkey Bend, James river, Va., the Shawsheen was destroyed by rebel battery, with loss of her commanding officer, Acting Ensign Charles Ringot, and 2 men killed, and pilot wounded. Total, 4.

On board General Putnam, in action against rebel battery on James river, Va., May 31, 1864, 1 man was severely injured by recoil of gun, necessitating amputation of foot.

In action of gunboat Commodore Perry against rebel Fort Clifton, James river, Va., June 16, 1864, the bursting of 100-pounder Parrott gun caused the death of 2 men, and the wounding of 4 others. Total, 6.

In expedition from Pequot on shore at Aiken's farm, James river, Va., 1 man accidentally shot himself July 5.

In engagement with rebel battery near Deep Bottom, James river, July 16, 1864, the Mendota lost 2 men killed and 5 wounded. Total, 7. One amputation of leg. Recovered; artificial limb furnished.

July 14, 1864, the Pequot was fired upon by rebel battery on Malvern Hill, and 1 man severely wounded, causing amputation of lower extremity. Result fatal.

In engagement with rebel battery near Wilcox's landing, James river, the Miami had 1 man killed and 2 wounded. Total, 3.

August 13, 1864, the Agawam was attacked by rebel batteries near Fourmile creek, James river, losing 2 killed, 1 mortally and 3 severely wounded. Total, 6.

In engagement with rebels up Chowan river, N. C., March 1 to 3, 1864, the Whitehead had 1 man severely injured in arm by recoil of gun.

In engagement with rebels, attacking Plymouth, N. C., April 17, 1864, the Ceres lost 1 killed, 1 mortally wounded, and 4 officers and 3 men severely wounded. Total, 9. Of these, one sustained amputation of right arm, with subsequent recovery, and artificial limb furnished.

By the attack of rebel ram Albemarle upon our forces off Plymouth, N. C., April 19, 1864, Lieutenant Commander Flusser, of the Miami, was killed; Acting Ensign T. G. Hayes died one month after of his wounds; and 1 engineer and 9 men were wounded. Total, 12.

In attack of wooden gunboats upon rebel iron-clad ram Albemarle, in Albemarle sound, N. C., May 6, 1864, the Sassacus lost 2 men, each wounded and scalded, dying in eight days thereafter; 1 scalded perhaps fatally; 2 others scalded and wounded each; 1 officer and 14 men wounded and scalded severely. Total, 20. The Mattabeset had 2 killed and 6 wounded. Total, 8. The Wyalusing had 1 killed. Aggregate of casualties, 29.

May 5, 1864, the Mystic had 1 man killed by guerilla party while on expedition up York river, Va.

May 23, 1864, the Hunchback had 1 man killed in action at Deep Bottom creek, Va.

In destruction of rebel ram Albemarle, (iron-clad,) by Lieutenant W. B. Cushing, with a party of 13 officers and men, himself and one other only escaped; the rest were killed, drowned, or made prisoners.

In rebel attack and capture of gunboat Underwriter, off Newbern, N. C., February 2, 1863, her commanding officer and 4 others lost their lives. Total, 5.

In destruction of blockade-runner Emily, off Wilmington, N. C., February 1, 1864, 1 man of the Cambridge was severely wounded by rebels on shore.

In destruction of blockade-runner Fannie and Jennie, off Wilmington, N. C., February 10, 1864, Paymaster Keeler, of gunboat Florida, was severely wounded.

In loss of United States steamer Lavender, on Cape Lookout shoals, June 12, 1864, 4 men were washed overboard and drowned, and 5 died from exhaustion. Total loss of life, 9.

In destruction of blockade-runner Lynx, off Wilmington, N. C., the gunboat Howquah, September 25, 1864, had 1 man killed and 4 wounded. Total, 5.

In destruction of United States steam-sloop Housatonic by rebel torpedo-boat off Charleston bar, S. C., February 17, 1864, an ensign, the captain's clerk, and 3 of the crew were lost. Total, 5.

In reconnoissance up Chickisee and Colleton rivers, S. C., by gunboat Chippewa, March 31, 1864, 2 of our men were wounded. Total, 2.

In capture of tug Columbine by rebels in St. John's river, Florida, May 23, 1864, 1 officer was killed, 16 men killed and missing, and 5 wounded. Total, 22.

In capture of United States steamer Water Witch by rebels in Ossabaw

sound, Ga., June 3, 1864, there were 1 killed, 13 wounded, and 1 missing. Total, 15.

In action against rebel battery Pringle, Stono river, S. C., July 9, 1864, 2 were severely wounded on board monitor Montauk, 1 undergoing amputation of lower extremity. Result, recovery, and artificial limb.

In destruction of rebel salt-works near Black river, S. C., July 30, 1864, by party from Potomska, 1 man was killed, and 4 severely wounded. Total, 5.

In boat expedition from Braziliera and Mary Sanford, up Big Saltillo river, Ga., October 14, 1864, pilot Peter Collins, of the Braziliera, was killed by rebels in ambush.

In capture of boat party from brig Perry, near Morrel's inlet, S. C., December 5, 1863, Paymaster G. W. Burkett and 2 others were slightly wounded, and 2 were seriously wounded. One of the captured men, George B. Brimsmaid, a colored landsman from Connecticut, was hanged and shot by the rebels. Total casualties, 6. 1 suffered amputation of leg in May, 1864. Result, recovery and artificial limb furnished.

In attack upon defences of Mobile, Ala., by the fleet under Admiral Farragut, August 5, 1864, the monitor iron-clad Tecumseh was destroyed and sunk by rebel torpedo, with 93 officers and men. The Hartford, flag-ship, had 23 killed, 4 mortally wounded, 16 severely wounded, 8 slightly wounded. Total, 51. The Brooklyn had 11 killed, 2 mortally wounded, 41 wounded. Total, 54. The Lackawanna had 4 killed, 4 mortally wounded, 31 wounded. Total, 39. The Oneida had 8 killed, 3 mortally scalded, 5 severely scalded, and 4 severely wounded, 8 slightly scalded, and 10 slightly wounded. Total, 38. The Monongahela had her executive officer mortally wounded and 5 men wounded. Total, 6. The Metacomet had one man killed and two wounded. Total, 3. The Ossipee had 1 killed, one mortally wounded, and 6 slightly wounded. Total, 8. The Richmond had 2 slightly wounded, Total, 2. The Galena had 1 wounded. The Octorara had 1 killed and 10 wounded. Total, 11. The Kennebec had 1 killed, 2 seriously and 4 slightly wounded. Total, 7. The Philippi had 2 men killed and 2 wounded. Total, 4. Aggregate casualties in this battle, 224+93=317. Amputations performed in 7 cases; of these 5 recovered, among them Richard D. Dumphy, (coal-heaver,) who lost both arms; to him and one other, artificial limbs have been furnished. All the recoveries were cases of the upper extremity, the 2 fatal cases being of lower extremity.

By explosion of rebel torpedo in Mobile bay, August 25, 1864, 5 men of the Seminole were killed, and 9 wounded. Total, 14.

In attack by rebel battery at Mobile, upon Sebago, October 9, 1864, an officer and 2 men were killed, and 2 others wounded. Total, 5. One amputation of lower extremity, fatal.

In capture by rebels, May 6, 1864, of United States steamers Granite City and Wave, at Calcasieu Pass, La., there were 18 wounded; 3 mortally. Four cases of amputation; 2 recovered; one furnished with artificial limb.

May 10, 1864, an officer of the New London was killed and his boat's crew captured by the rebels in possession of the Granite City.

In rebel ambuscade of boat party from the Stockdale off Madisonville, Lake Pontchartrain, La., 1 officer was mortally wounded and 2 slightly. Total, 3.

In reconnoissance from Hartford into Mobile bay, July 7, 1864, 1 man was mortally wounded.

In destruction of blockade runner Matagorda, at Galveston, July 8, 1864, by the Kanawha, Penguin, and Aroostook, 1 officer of the Penguin was slightly wounded.

In expedition up Fish river, Ala., September 11, 1864, 1 officer and 2 men of the Stockdale were slightly wounded. Total, 3.

In return of Red river expedition, La., April 26, 1864, Admiral Porter's flag-ship, the Cricket, in five minutes was struck 38 times with solid shot and shell,

with a loss of 25 killed and wounded—half her crew; the Juliet about the same, with 15 killed and wounded. The Hindman lost 3 killed and 4 or 5 wounded. Total, 45. The Lexington had 1 man killed. One of the Juliet's wounded suffered amputation of foot; recovered. Aggregate of casualties this day, 46.

In capture, by rebels, of steamers Covington and Signal, the former lost 5 officers and 39 men killed and wounded; and the latter — killed, (returns incomplete,) and at least 5 wounded. Total, 49.

In passage by Porter's fleet over Red River falls, La., May 11, 1864, through Bailey's dam, the only casualty was the loss of 1 man swept off the deck of a tug.

In sinking of steam-pump boat Champion No. 5, by rebel batteries, up Red river, La., April 27, 1864, the captain and a deck hand were killed, the pilot and a deck hand wounded and taken prisoners. Total, 4.

It is also reported that, as the Champion No. 3 approached the same batteries, the previous night, a shot entered and exploded her starboard boiler, scalding to death her captain, 3 engineers, and the cook, and wounding 1 deck hand; of some 150, or more, contrabands on board, all were scalded to death excepting 15. Total, 141.

In expedition up Black and Washita rivers, La., May 1 to 5, 1864, the Hindman had 1 man mortally wounded, 2 severely and 6 slightly wounded; total, 9. The Osage, 1 wounded. The Ouachita, 1 killed, 2 wounded; total, 3. The Choctaw, 1 wounded. Aggregate, 14.

In assisting to repel rebel attack upon Yazoo City, Miss., March 5, 1864, 1 man of the Marmora's howitzer crew was wounded in a hand-to-hand fight on shore.

In attack of 2,500 rebels upon United States steamer Osage, near Grand Ecore, La., our total casualties amounted to 7 wounded.

In rebel attack upon United States steamers Prairie Bird and Petrel—capturing the latter—April 22, 1864, the former had 2 wounded, and the latter 10 killed and wounded. Total, 12.

In repulse and capture of rebel battery up the Atchafalaya river, June 8, 1864, the Neosho had 1 man mortally wounded.

In engagement of rebel battery near Columbia, Miss., by United States steamer Louisville, June 2, 1864, 5 of our men were severely wounded.

In attack upon United States steamer General Bragg by rebel battery at Tunica bend, Mississippi river, June 16, 1864, 1 man alone was slightly wounded. The Naiad, coming up to participate in the engagement, had 1 man killed, the pilot and 3 others severely wounded; total, 5. Aggregate, 6.

In the attack and capture of the Queen City by rebels, off Clarendon, Ark., June 24, 1864, 1 man was killed, 1 mortally wounded, the surgeon and 7 others wounded, and 2 drowned. Total, 12.

In action with rebels at Clarendon, Ark., June 25, 1864, the Fawn had her pilot and 1 man mortally wounded, 4 men severely wounded, and her surgeon and 4 men slightly wounded. Total, 11.

In action with rebels at mouth of Yeocomico river, September 16, 1864, 1 man was killed, and 1 severely wounded. Total, 2.

In the destruction of the pirate Alabama, by the United States steamer Kearsarge, off Cherbourg, June 19, 1864, 1 man was mortally wounded, 2 seriously; of the latter, 1 sustained amputation of arm—recovered. Total casualties, 3.

In recapture of Plymouth, N. C., from rebels, October 31, 1864, the Commodore Hull had 4 men killed, and three wounded; total, 7. The Shamrock had 2 killed, and 6 wounded; total, 8. Aggregate, 15.

By the explosion of boiler on board United States steamer Chenango, New York harbor, April 15, 1864, 4 officers and 24 men were scalded to death. Total, 28.

September 5, 1864, in action up James river, Va., 1 man of the Minnesota was severely wounded, necessitating amputation of left arm. Recovered, and artificial limb furnished.

In action against rebels up James river, Va., May, 1864, 1 man of the Tritonia was severely injured.

In action against rebels on Red river, La., April 13, 1864, the Cricket had 1 man severely wounded, necessitating amputation of arm. Recovered.

In action against rebels on Red river, La., April 21, 1864, the Cricket had 1 man severely wounded, necessitating amputation of arm. Recovered.

In sudden attack by rebels at Fort Moultrie, S. C., upon United States steamer Geranium, in the night of April 14, 1864, 1 man was severely wounded by splinters in right foot and leg; amputation of great toe. Recovery.

By capsizing of boat in gale of wind off Pensacola, Fla., May 26, 1864, the Wm. G. Anderson had 1 drowned.

By swamping of boat in Bogue inlet, N. C., June 10, 1864, the Dacotah had 1 man drowned.

While endeavoring to save cargo from wrecked rebel steamer Aphrodite, off Wilmington, N. C., October 4, 1864, the Keystone State had 2 men drowned.

In boat expedition near mouth of Roanoke river, N. C., the Tacony had 1 man killed.

By the capsizing of a boat off Hurricane island, Mississippi river, October 29, 1864, the Mound City had 3 men drowned. Total, 3.

On the 9th November, 1864, the Mound City lost her surgeon and 5 men by drowning while on duty in picket-boat. Total, 6.

While exercising great guns on board Pontiac, November 3, 1864, South Atlantic blockade squadron, 1 man had his foot so badly crushed as to render necessary amputation of three toes,

In attack and destruction of the Key West by rebels, at Johnsonville, Tenn., November 4, 1864, 1 man was killed, 2 severely and 2 slightly wounded. Total, 5.

In action with rebel battery Marshall, Sullivan's island, S C., November 7, 1864, the Pontiac had 6 killed and 6 wounded. Total, 12.

In action with rebels on Mississippi river, the Undine had 1 man mortally wounded, November 10, 1864.

By explosion of steam boiler on Potomac river, November 11, 1864, the Tulip had 49 killed, by scalding or drowning, and 1 wounded. Total, 50.

In guerilla attack on Racconci island, Mississippi river, the Gazelle had 1 officer killed, November 25, 1864.

In action with rebels, off Decatur, Ala., November 25, 1864, the General Thomas had 2 men mortally wounded.

In action with rebel enemy, November 26, 1864, the Avenger had 1 man killed.

In action against rebels at Honey Hill, S. C., November 30, 1864, the Mingoe had 1 killed, and one died from erysipelas, after amputation of part of hand; total, 2. The Pontiac had 1 officer mortally and 1 corporal of marines severely wounded; total, 2. The marine battalion had 2 severely wounded; total, 2. Aggregate casualties, 6.

In action with rebels at Pocotaligo bridge, S. C., December 6, 1864, the Sonoma had 1 man severely wounded, with amputation of leg. The Flag had 2 severely wounded, 1 case of amputation of leg, and 1 of amputation of index finger. The Nantucket had 1 severely wounded. Aggregate, 4.

In action against rebels at Talifurney Crossroads, S. C., December 9, 1864, and at Devaux creek, the Saratoga had 3 men killed; the New Hampshire had 1 sergeant of marines severely wounded, with amputation of thigh; and the marine battalion had 2 severely wounded. Total, 6.

By explosion of rebel torpedo, December 10, 1864, the Baxley had 2 men killed.

On board Valley City, December 20, 1864, in waters of North Carolina, the pilot was killed by rebel sharpshooters.

In action against rebels, December 21, 1864, the Valley City had 1 man killed and 1 mortally wounded. Total, 2.

In expedition up Big Saltillo river, Ga., December 22, 1864, John Gallagher, seaman, was wounded and captured by rebels; escaping to our lines a month after with paralysis of arm, having had no medical attendance while prisoner.

In engagement of United States naval forces with Fort Fisher, Cape Fear river, N. C., December 24 and 25, 1864, 19 were killed, 1 mortally scalded, 31 severely wounded, 1 severely scalded, 15 slightly wounded, 8 slightly scalded, 3 severely burned, 3 slightly burned, 1 exhausted, and 1 deafened by bursting of gun. Total, 83.

December 27, 1864, an expedition from the Vincennes to the mainland of Mississippi lost 1 man by drowning.

During the year 1864, as far as can yet be ascertained, there died in Camp Groce, Texas, Andersonville, Ga., and other rebel prison-pens, victims to the barbarities practiced upon our soldiers and sailors, prisoners of war, 9 officers and men of the late United States steamer Wave, captured May 6, 1864; 26 of the Granite City, captured May 6, 1864; 1 of the New London's boat's crew, captured May 11, 1864; and 3 of a boat's crew of the Perry, captured December 5, 1863. Of 4 men who escaped from the sinking monitor Tecumseh, only to fall into the hands of an unscrupulous enemy, 1 man—Seaman John Lounsberry—died at the Naval Academy, Annapolis, of disease superinduced by the hardships and cruelties that he had undergone in his captivity. Of those of the United States brig Perry, Seaman Peter Keefe, in endeavoring to escape from prison, was wounded by the rebel sentinel to such a degree that it was necessary to amputate his leg, May 28, 1864. Happily he survived this, and has received an artificial limb. Total ascertained casualties from rebel cruelty, 41.

1865.

On an expedition up Roanoke river, N. C., January 2, 1865, the Wyalusing had 1 severely wounded.

In Admiral Porter's second attack upon Fort Fisher, N. C., January 15, 1865, and in the explosion of the magazine of that work on the following morning, there were 24 killed, 4 mortally wounded, 45 severely, 19 slightly, and 1 slightly burned; total, 93. Of these, 3 were cases requiring amputatation—1 of upper and 2 of lower extremity; all recovered, and have been furnished with artificial limbs.

In action with rebel guerilla party, at Tunica Bend, Mississippi river, January 13, 1865, the Ozark had 1 man killed, 1 seriously and 1 slightly wounded. Total, 3.

In action against Fort Anderson, N. C., February 17, 1865, the Chippewa had 2 killed or mortally wounded, 1 wounded severely: amputation of upper extremity, recovered and artificial limb furnished; total, 3. The Pequot had 1 killed, 2 severely wounded, and 2 slightly; 1 amputation at upper and 1 at lower extremity; both recovered and artificial limbs furnished; total, 5. Aggregate casualties, 8.

In action on James river, Va., January 24, 1865, the Massasoit had 1 man totally disabled by wounds of back and injury to spine.

In expedition to destroy rebel salt-works near St. Andrew's bay, Fla., February 1, 1865, the Midnight had 1 man killed.

By boat fouling with hawser of Sassacus during operations against Fort Anderson, N. C., February 20, 1865, 4 men of the Lenapee were drowned.

By explosion of rebel torpedo under a boat of the Shawmut, Cape Fear river, N. C., February 20, 1865, 1 man was instantly killed, and 1 blown overboard and drowned; total, 2. By explosion of rebel torpedo under a boat of the Shawmut, February 21, 1865, 2 men were wounded, and 2 killed; total, 4.

In cutting out a blockade-runner, near Velasco, Texas, February 27, 1865, the Princess Royal had 1 killed.

Died at Annapolis, Md., March 1, 1865, Albert Morse, seaman—wounded and captured at destruction of United States steamer Underwriter, February 2, 1864—from the effects of imprisonment.

At the destruction of Admiral Dahlgren's flag-steamer Harvest Moon, near Georgetown, S. C., March 1, 1865, 1 man was killed.

By capsizing of a boat of the Juniata, on the bar off Georgetown, S. C., March 6, 1865, 2 officers and 10 men were drowned. Total, 12.

In action with guerilla party on Big Black river, S. C., March 8, 1865, 1 man was severely wounded; his arm was amputated at shoulder-joint; died March 16.

March 17, 1865, William T. Bigelow, quarter-gunner of the Southfield, died at Annapolis, Md., from effects of starvation and ill-usage during captivity since April 2, 1864.

In action off Charleston, S. C., March 21, 1865, the Mingoe had the orderly-sergeant of marines severely wounded: left leg amputated; recovered.

By sinking of Osage in Mobile harbor, by rebel torpedo, March 29, 1865, the Osage had 4 men killed, and 8 severely wounded; total, 12. One case of amputation of lower extremity; recovered and artificial limb furnished.

At the destruction of the Rodolph in Mobile harbor, April 1, 1865, there were 4 men killed, and 12 severely wounded. Total, 16.

By explosion of rebel torpedo under the Stockdale, April 3, 1865, 1 man was severely wounded.

By explosion of rebel torpedo in James river, Va., April 6, 1865, the Atlanta lost 3 men, 1 dying six days after amputation of leg.

At capture of rebel battery Huger, Mobile, Ala., April 11, 1865, 1 man was severely wounded on board the Metacomet.

In blowing up of Althea at Mobile, April 11, 1865, by rebel torpedo, 2 men were severely injured.

By explosion of rebel torpedo in Mobile harbor, Ala., April 13, 1865, the Ida had 3 killed, and 2 slightly wounded; total, 5. The Cincinnati had 3 killed. Aggregate, 8.

By explosion of rebel torpedo under the Elk, in Mobile harbor, April 15, 1865, the Elk had 1 man killed. The Sciota had 4 killed, and 2 mortally injured, and 4 slightly wounded; total, 10. Aggregate, 11.

In action with rebel ram Webb, the Pembina had 1 man severely wounded, April 24, 1865.

In capture of blockade-runner Denbigh, May 24, 1865, the Seminole had 1 man killed.

IN SMALLER AFFAIRS AND SKIRMISHES.

The Monticello, in Rappahannock river, Va., June 24, 1861, had 1 man shot by musket-ball in abdomen; died 36 hours after receiving injury.

On board Restless, at Port Royal, S. C., July 2, 1862, 1 man was wounded in right forearm while handing loaded muskets out of a boat.

The Resolute, in action off Matthias Point, Va., August 16, 1861, had 4 killed by rebel musketry.

In action at Norfolk, Mo., September 10, 1861, the Conestoga had 1 man seriously wounded.

In expedition against Ship island, Miss., September 20, 1861, the Preble had 1 man drowned by boat swamping.

In cutting out expedition in Pensacola harbor, Fla., September 14, 1861, the Colorado had 3 killed and 8 severely wounded. Total, 11.

In cutting out expedition in Chincoteague inlet, Va., October 5, 1861, the Louisiana had 1 officer seriously wounded.

In cutting out expedition in Galveston harbor, Texas, November 8, 1861, the Santee had 2 killed, 5 severely and 2 slightly wounded. Total, 9.

In expedition against Port Royal, S. C., whilst transferring the marine battalion, on the night of November 3, 1861, from their sinking transport to the United States steamer Sabine, 7 were lost overboard.

1862.

In action against rebels off Brunswick, Ga., March 11, 1862, the United States steamer Pocahontas had 3 men killed, 2 severely and 4 slightly wounded. Total, 9.

June 8, 1862, Lieutenant John G. Sproston, of the Seneca, was murdered by a rebel on coast of Georgia.

March 22, 1862, in boat expedition from United States steamers Penguin and Henry Andrew there were 8 killed and 7 wounded severely. Total, 15.

On board gunboat Ottawa, March 6, 1862, near St. Mary's, Ga., 4 men were severely wounded.

April 18, 1862, the Crusader, in North Edisto river, S. C., had 4 wounded of a boat's crew, 2 slightly and 2 severely—1 resulting in amputation of left index finger.

April 27, 1862, the Wamsutta had 2 men mortally wounded by rebels on Woodville island, Ga.

July 11, 1862, in expedition up Roanoke river, N. C., by United States steamers Commodore Perry, Shawsheen, and Ceres, we had 1 killed, 1 mortally wounded, 2 severely and 7 slightly wounded. Total, 11.

October 3, 1862, in action up Blackwater river, near Franklin, Va., the Commodore Perry, Hunchback, and Whitehead had 4 killed, 1 mortally wounded, 7 severely, and 7 slightly. Total, 19.

November 5, 1862, while the Seymour was engaged in destroying rebel works on Rainbow bluff, Roanoke river, N. C., the premature explosion of a mine caused the death of an officer and slightly wounded 1 man. Total, 2.

In expedition against Pocotaligo bridge, S. C., October 22, 1862, the naval forces engaged had 2 men severely wounded and 1 severely contused.

January 20, 1862, the R. R. Cuyler, in getting a prize off from shore, had 4 men wounded, 2 of them seriously.

In cutting out expedition from the Tahoma, near Cedar key, Fla., February 23, 1862, 1 man was instantly killed.

April 7, 1862, the United States bark Pursuit had 1 man killed and 3 wounded out of a boat party that had captured the blockade-running steamship Florida, at St. Andrew's bay, Fla. Total, 4.

October 4, 1862, a party from the Somerset, engaged in destroying salt-works near Cedar keys, Fla., had 2 men dangerously, 4 severely, and 2 slightly wounded. Total, 8.

August 18, 1862, in attack upon rebel battery at Corpus Christi, Texas, the Reindeer had 1 slightly wounded.

April 12, 1862, in firing a salute on board the gunboat Tyler, 1 man was so much injured by the premature discharge of a gun as to cause his death the next day.

In attack on battery at Cockpit Point, on the Potomac river, January 3, 1862, by the Yankee and Anacostia, 1 man was slightly wounded.

October 11, 1862, while at anchor off Fort Caswell, Cape Fear river, N. C., the Maratanza was attacked at daylight by field battery of rifled guns, losing 2

killed and 5 wounded; one of the latter sustained amputation of leg and loss of an eye; discharged as totally disabled. Total casualties, 7.

April 5, 1862, in expedition cutting out rebel schooner Columbia, on coast of Texas, the Montgomery had 1 badly wounded.

June 29, 1862, in action with guerilla party on banks of James river, Va., the Mahaska had 1 severely wounded.

In boat expedition to capture an armed schooner near Corpus Christi, December 7, 1862, 3 men of the Sachem were killed, 2 badly, 1 severely, and 1 slightly wounded. Total, 7.

December 14, 1862, the Winona, while at anchor off Profit island, Mississippi river, was attacked at daylight by rebel field battery, losing 1 officer mortally wounded.

June —, 1862, the Horace Beales had 1 severely wounded by rebel battery at Cole's creek, Mississippi river.

January 7, 1862, the Seneca, in boat expedition on coast of Georgia, had 1 man wounded, losing middle and ring fingers.

March 14, 1862, in boat expedition from Western World up Mud river, S. C., 1 man was killed and 1 wounded. Total, 2.

April 5, 1862, in attack by guerilla party upon the Seneca, 1 man was severely wounded, causing discharge from service by suffering from consequent neuralgia of the limb.

May 20, 1862, in boat expedition from Sagamore, near Appalachicola, Fla., had 1 wounded. Result, no use of leg at date of discharge.

May 22, 1862, a boat party from Wachusett, going ashore, in James river, Va., under white flag and for charitable purpose, had 3 instantly killed and 2 severely wounded by sudden attack from ambushed rebels.

Satellite, no date, 1862, had 1 man severely wounded while engaged in destroying rebel batteries on Potomac river.

July 17, 1862, an expedition from frigate Potomac up Mississippi sound had 3 severely wounded.

July 25, 1862, the Queen of the West, in action at Island No. 82, Mississippi river, had 1 man killed.

August 30, 1862, in skirmish with South Carolina rebels the E. B. Hale had 1 severely wounded.

September 10, 1862, a boat expedition from the Madgie into St. Catharine's sound, Ga., had 1 killed.

November 5, 1862, the Louisiana, in affair up Tar river, N. C., had 1 man wounded, with loss of ring and little fingers.

December 15, 1862, the Owasco, off Bolivar Point, Texas, had 2 men severely wounded.

June —, 1862, while passing rebel battery at Grand Gulf, Miss., 1 man on board the Empire Parish, while towing the Horace Beales, had his right arm fractured.

June 25, 1863, in action with rebels at Mobjack bay, Va., the Crusader had 1 man wounded, undergoing amputation at shoulder joint, with recovery.

August —, 1863, bark Gem of the Seas, off Charlotte harbor, Fla., had 1 man wounded, suffering amputation below elbow; artificial limb furnished.

In action on James river, Va., August 6, 1863, the Cohasset had 1 man severely wounded.

In action off Charleston, S. C., August 19, 1863, the Lodona had 1 man wounded, with loss of right index finger.

In destroying rebel steamer Phantom, off Wilmington, N. C., September 23, 1863, the Connecticut lost 2 killed.

In expedition up Blackwater river, Fla., October 15, 1863, Corporal Frank Enderly, of marine corps, was killed.

In capture of rebels on St. George's island, Md., November 23, 1863, 1 man of the Jacob Bell was drowned.

Appendix No. 2.—Comparative healthiness of iron-clads and wooden vessels.

TABLE 1.—*List of eleven iron-clads and twelve wooden vessels of* 1863; *showing average complement, number of days in commission, number of sick admitted, sent to hospital, &c.*

Names of iron-clads, (11.)	IRON-CLADS. Average complement.	Days in commission.	Number of sick admitted.	Sent to hospital.	Died.	Remaining end of 1863.	Daily average sick.
Catskill	81	311	161	21	*b* 2	1	$2\frac{227}{311}$
Lehigh	89	280	115	20	.....	4	$1\frac{243}{280}$
Montauk	86	365	120	44	.....	1	$2\frac{147}{365}$
Nahant	80	365	224	58	*c* 1	.....	$2\frac{328}{365}$
Nantucket	83	308	141	40	.....	3	$2\frac{145}{308}$
New Ironsides	443	365	774	50	*d* 2	7	$17\frac{289}{365}$
Passaic	85	346	127	17	.....	.....	$1\frac{294}{346}$
Patapsco	82	364	75	33	*e* 3	.....	$1\frac{252}{364}$
Roanoke	316	184	174	51	.....	8	$6\frac{140}{184}$
Sangamon	78	322	77	34	*f* 1	.....	$1\frac{237}{322}$
a Weehawken	77	259	77	10	.....	1	$2\frac{148}{259}$
Total	1,500	3,469	2,065	378	9	25	$4\frac{150}{3469}$ (4.04)

Names of wooden vessels, (12.)	WOODEN VESSELS. Average complement.	Days in commission.	Number of sick admitted.	Sent to hospital.	Died.	Remaining end of 1863.	Daily average sick.
Dawn	84	210	44	.....	*g* 1	.....	$1\frac{195}{210}$
Flambeau	100	365	103	.....	.....	.....	$2\frac{151}{365}$
Huron	95	365	187	9	.....	1	$3\frac{290}{365}$
Madgie	57	273	37	6	.....	.....	$1\frac{46}{273}$
Marblehead	96	365	66	40	*h* 3	1	$3\frac{163}{365}$
Ottawa	100	365	147	4	.....	.....	$3\frac{156}{365}$
Potomska	87	365	69	.....	.....	.....	$1\frac{245}{365}$
Seneca	87	365	83	3	.....	.....	$2\frac{189}{365}$
Stettin	86	365	103	10	.....	3	$3\frac{1}{365}$
Unadilla	90	365	66	30	.....	1	$2\frac{55}{365}$
Wabash	569	365	1,049	95	*i* 8	15	$26\frac{228}{365}$
Wissahickon	88	365	170	1	*j* 1	4	$4\frac{292}{365}$
Total	1,539	4,133	2,124	198	13	25	$4\frac{3857}{4133}$ (4.9)

a Foundered, at anchor, Charleston Roads, S. C., December 6, 1863; thirty drowned. *b* Both killed in battle. *c* Killed in battle. *d* One death from colic and exhaustion; one shot by rebel enemy. *e* Two killed, by premature explosion, in battle; one died of heart disease. *f* Killed in battle. *g* From acute dysentery. *h* Killed in battle. *i* Three from disease; five from gunshot wounds. *j* From epilepsy.

TABLE 1.—*List of eighteen iron-clads and eighteen wooden vessels of* 1864; *showing average complement, number of days in commission, number of sick admitted, &c.*

Names of iron-clads, (18.)	IRON-CLADS. Average complement.	Days in commission.	Number of sick admitted.	Sent to hospital.	Died.	Remaining end of 1864.	Daily average sick.
Canonicus	107	260	145	26	------	4	$4\frac{160}{260}$
Catskill	81	366	102	12	------	------	$1\frac{313}{366}$
Dictator	174	50	14	4	------	2	$2\frac{7}{50}$
Lehigh	89	366	94	12	------	------	$1\frac{306}{366}$
Mahopac	92	92	44	4	------	3	$3\frac{24}{92}$
Manhattan	96	209	146	8	*b* 1	2	$6\frac{140}{209}$
Monadnock	170	92	56	10	------	6	$4\frac{30}{92}$
Montauk	81	366	123	18	*c* 1	------	$2\frac{98}{366}$
Nahant	82	366	93	25	------	2	$1\frac{197}{366}$
Nantucket	88	366	118	16	*d* 1	1	$1\frac{278}{366}$
New Ironsides	483	314	536	32	*e* 4	16	$15\frac{122}{314}$
Onondaga	150	283	206	24	------	3	$4\frac{203}{283}$
Passaic	83	366	108	8	------	5	$1\frac{305}{366}$
Patapsco	91	366	154	13	------	3	$3\frac{38}{366}$
Roanoke	309	366	213	24	------	6	$6\frac{51}{366}$
Sangamon	80	366	90	8	------	------	$1\frac{153}{366}$
Saugus	102	275	53	16	*f* 2	1	$1\frac{53}{275}$
a Tecumseh	100	72	20	8	------	------	$\frac{65}{72}$
Total	2,458	4,941	1,779	268	9	54	$3\frac{2427}{4941}$ (3.4)

Names of wooden vessels, (18.)	WOODEN VESSELS. Average complement.	Days in commission.	Number of sick admitted.	Sent to hospital.	Died.	Remaining end of 1864.	Daily average sick.
Canandaigua	200	366	241	16	*g* 1	6	$7\frac{36}{366}$
Chippewa	85	157	25	2	------	1	$1\frac{129}{157}$
Cimarron	145	366	153	11	*h* 2	3	$5\frac{209}{366}$
Dai Ching	90	366	86	6	------	2	$2\frac{73}{366}$
Ethan Allen	97	366	160	8	*i* 1	6	$3\frac{344}{366}$
Flambeau	109	213	101	2	------	6	$3\frac{160}{213}$
Harvest Moon	80	366	84	13	------	2	$2\frac{127}{366}$
John Adams	98	366	211	18	*j* 2	12	$6\frac{164}{366}$
Norwich	96	366	58	7	------	1	$1\frac{228}{366}$
Ottawa	96	366	94	2	------	------	$2\frac{102}{366}$
Pawnee	232	366	179	6	*k* 1	3	$4\frac{250}{366}$
Seneca	80	233	60	2	------	1	$2\frac{60}{233}$
South Carolina	117	366	172	7	*l* 2	9	$3\frac{328}{366}$
Stettin	82	294	102	8	------	2	$3\frac{96}{294}$
Wabash	485	366	736	52	*m* 13	16	$21\frac{170}{366}$
Wamsutta	88	275	31	6	------	5	$\frac{162}{275}$
Winona	96	338	139	7	*n* 1	1	$3\frac{29}{338}$
Wissahickon	195	366	128	6	*o* 1	------	$2\frac{186}{366}$
Total	2,471	5,902	2,760	179	24	76	$4\frac{3622}{5902}$ (4.6)

a Destroyed by rebel torpedo in action of Mobile bay, Alabama, August 5, 1864. *b* Drowned. *c* From typhoid fever. *d* Drowned. *e* One of typhoid fever; one of heart disease; one of chronic diarrhœa, and one of concussion of brain. *f* One drowned by accident, and one drowned by suicide. *g* From disease. *h* Drowned. *i* Drowned. *j* One from disease; one from drowning. *k* From disease. *l* From disease. *m* Ten from disease; three from injuries. *n* Accidentally shot. *o* From disease.

TABLE 1.—*List of seventeen iron-clads and fourteen wooden vessels of* 1865; *showing average complement, number of days in commission, number of sick admitted, &c.*

Names of iron-clads, (17.)	IRON-CLADS. Average complement.	Days in commission.	Number of sick admitted.	Sent to hospital.	Died.	Remaining end of June, 1865.	Daily average sick.
Agamenticus	65	49	4	.....	.....	.....	$\frac{23}{49}$
Canonicus	112	181	48	4	.....	1	$1\frac{146}{181}$
Catskill	103	181	26	1	.....	2	$1\frac{61}{181}$
Dictator	108	181	23	19	.....	.....	$\frac{117}{181}$
Lehigh	101	160	23	2	.....	.....	$2\frac{14}{160}$
Mahopac	108	150	51	7	.....	.....	$2\frac{84}{150}$
Manhattan	100	181	63	5	*b* 1	5	$3\frac{43}{181}$
Monadnock	174	181	52	22	.....	2	$3\frac{26}{181}$
Montauk	75	90	6	3	.....	.....	2
Nahant	102	181	38	4	.....	2	$1\frac{127}{181}$
Nantucket	90	174	20	2	.....	.....	$1\frac{64}{174}$
New Ironsides	500	90	116	9	*c* 1	18	$19\frac{82}{90}$
Onondaga	132	90	46	18	.....	6	$9\frac{59}{90}$
Passaic	100	166	49	9	.....	.....	$2\frac{55}{166}$
a Patapsco	.....	.....	.....	.....	.....	.....	.....
Roanoke	305	171	61	12	*d* 3	.....	$5\frac{2}{171}$
Sangamon	95	181	9	.....	.....	.....	$\frac{81}{181}$
Saugus	100	101	6	2	.....	.....	$\frac{85}{101}$
Total	2,370	2,508	641	119	5	36	$2\frac{2363}{2508}$ (2.9)

Names of wooden vessels, (14.)	WOODEN VESSELS. Average complement.	Days in commission.	Number of sick admitted.	Sent to hospital.	Died.	Remaining end of June, 1865.	Daily average sick.
Canandaigua	200	93	87	3	.....	.....	$\frac{85}{93}$
Cimarron	145	181	59	8	*e* 1	3	$5\frac{104}{181}$
Delaware	100	90	72	1	.....	3	$5\frac{50}{90}$
Flambeau	110	157	62	7	.....	.....	$5\frac{56}{157}$
Lenapee	170	181	128	4	*f* 12	15	$8\frac{84}{181}$
Nipsic	132	103	41	3	.....	.....	$6\frac{1}{103}$
Norwich	95	181	48	.....	*g* 1	.....	$2\frac{64}{181}$
Ottawa	100	181	27	5	.....	.....	$1\frac{149}{181}$
Sonoma	190	164	126	4	.....	.....	$7\frac{81}{164}$
State of Georgia	180	181	141	3	.....	17	$5\frac{33}{181}$
Tuscarora	190	150	123	14	*h* 4	.....	7
Valley City	88	90	36	2	*i* 2	.....	$3\frac{68}{90}$
Wabash	640	42	148	13	*j* 2	.....	$26\frac{19}{42}$
Wissahickon	95	181	109	2	.....	.....	$3\frac{121}{181}$
Total	2,435	1,975	1,207	69	22	38	$5\frac{1511}{1975}$ (5.7)

a No reports; destroyed by rebel torpedo, Charleston Roads, S. C., January 15, 1865. *b* Drowned. *c* From acute bronchitis. *d* One death from drowning, one from inflammation of lungs, and one from typhoid fever. *e* From typhoid fever. *f* Ten from disease, two drowned. *g* From pulmonary consumption. *h* From wounds received in battle. *i* From disease. *j* One of wound received in battle, one by accident.

TABLE 2.—*Number of cases of fever, pleurisy, rheumatism, and debility, occurring on board iron-clads and wooden vessels of* 1863.

IRON-CLADS.

Diseases.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.
CATSKILL.*					
Fevers	....	4	1	3	8
Pleurisy	1	1	....	....	2
Rheumatism	4	5	8	15	32
General debility	....	1	3	1	5
LEHIGH.†					
Fevers	....	....	2	3	5
Pleurisy	....	2	2	2	6
Rheumatism	....	1	2	2	5
General debility	....	....	....	....	....
MONTAUK.					
Fevers	3	12	2	2	19
Pleurisy	....	....	1	....	1
Rheumatism	1	8	15	1	25
General debility	....	....	....	....	....
NAHANT.					
Fevers	6	5	3	....	14
Pleurisy	1	6	....	....	7
Rheumatism	5	9	4	3	21
General debility	....	....	....	....	....
NANTUCKET.‡					
Fevers	1	6	6	3	16
Pleurisy	....	....	....	....	....
Rheumatism	3	4	10	....	17
General debility	1	1	3	....	5
NEW IRONSIDES.					
Fevers	20	14	15	20	69
Pleurisy	....	1	....	....	1
NEW IRONSIDES—Continued.					
Rheumatism	6	4	15	7	32
General debility	....	....	....	....	....
PASSAIC.					
Fevers	2	....	....	....	2
Pleurisy	....	....	....	....	....
Rheumatism	1	....	4	1	6
General debility	....	....	4	1	5
PATAPSCO.§					
Fevers	2	1	7	....	10
Pleurisy	....	....	....	....	....
Rheumatism	....	1	....	4	5
General debility	1	....	9	6	16
ROANOKE.‖					
Fevers	....	....	6	9	15
Pleurisy	....	....	1	....	1
Rheumatism	....	....	6	13	19
General debility	....	....	2	3	5
SANGAMON.¶					
Fevers	1	....	6	3	10
Pleurisy	....	....	....	....	....
Rheumatism	2	2	8	4	16
General debility	....	....	....	1	1
WEEHAWKEN.**					
Fevers	....	....	....	....	....
Pleurisy	....	....	....	....	....
Rheumatism	5	4	4	....	13
General debility	....	....	9	....	9

WOODEN VESSELS.

DAWN.††					
Fevers	1	1	....	....	2
Pleurisy	1	....	....	....	1
Rheumatism	2	5	....	....	7
General debility	....	....	....	....	....
FLAMBEAU.					
Fevers	2	12	6	1	21
Pleurisy	1	....	1	....	2
Rheumatism	....	4	1	....	5
General debility	1	....	....	....	1

* 1st quarter 36 days.
† 1st quarter not in commission; 2d quarter 76 days.
‡ 1st quarter 33 days.
§ 1st quarter 89 days.
‖ 1st and 2d quarters not in commission.
¶ 1st quarter 47 days.
** 1st quarter 76 days; 4th quarter, foundered at anchor. (No report.)
†† 3d quarter, no report; 4th quarter 29 days.

Number of cases of fever, pleurisy, rheumatism, and debility—Continued.

WOODEN VESSELS—Continued.

Diseases.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.
HURON.					
Fevers	----	----	----	----	----
Pleurisy	----	----	----	----	----
Rheumatism	4	1	----	2	7
General debility	----	----	----	----	----
MADGIE.*					
Fevers	----	4	3	----	7
Pleurisy	----	----	----	----	----
Rheumatism	3	3	1	----	7
General debility	1	1	----	----	2
MARBLEHEAD.					
Fevers	----	----	3	1	4
Pleurisy	----	----	----	----	----
Rheumatism	----	2	----	----	2
General debility	2	5	10	----	17
OTTAWA.					
Fevers	2	6	5	12	25
Pleurisy	----	----	1	1	2
Rheumatism	----	2	2	2	6
General debility	----	----	----	----	----
POTOMSKA.					
Fevers	2	2	15	1	20
Pleurisy	----	----	----	----	----
Rheumatism	----	----	----	----	----
General debility	----	----	----	----	----

Diseases.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.
SENECA.					
Fevers	6	2	2	1	11
Pleurisy	----	----	----	----	----
Rheumatism	3	----	3	2	8
General debility	----	----	----	----	----
STETTIN.					
Fevers	5	1	----	3	9
Pleurisy	----	----	3	3	6
Rheumatism	3	1	2	1	7
General debility	----	2	----	----	2
UNADILLA.					
Fevers	3	1	10	2	16
Pleurisy	----	1	2	----	3
Rheumatism	----	2	----	----	2
General debility	----	4	----	1	5
WABASH.					
Fevers	6	9	18	4	47
Pleurisy	4	7	7	----	18
Rheumatism	34	37	44	31	146
General debility	----	2	11	----	13
WISSAHICKON.					
Fevers	15	3	4	8	30
Pleurisy	----	----	----	1	1
Rheumatism	3	----	2	1	6
General debility	1	1	----	----	2

IRON-CLADS—1865.

Diseases.	1st quarter.	2d quarter.	Total.
AGAMENTICUS.†			
Fevers	------	------	------
Pleurisy	------	------	------
Rheumatism	------	1	1
General debility	------	------	------
CANONICUS.			
Fevers	1	7	8
Pleurisy	------	------	------

Diseases.	1st quarter.	2d quarter.	Total.
CANONICUS—Cont'd.			
Rheumatism	2	2	4
General debility	------	------	------
CATSKILL.			
Fevers	------	1	1
Pleurisy	------	------	------
Rheumatism	1	1	2
General debility	------	------	------

*4th quarter, lost at sea.

† 1st quarter not in commission; 2d quarter 49 days.

Number of cases of fever, pleurisy, rheumatism, and debility—Continued.

IRON-CLADS—Continued.

Diseases.	1st quarter.	2d quarter.	Total.
DICTATOR.			
Fevers	3	1	4
Pleurisy	------	------	------
Rheumatism	4	1	5
General debility	------	------	------
LEHIGH.*			
Fevers	------	------	------
Pleurisy	------	------	------
Rheumatism	1	------	1
General debility	------	------	------
MAHOPAC.			
Fevers	1	2	3
Pleurisy	------	------	------
Rheumatism	10	2	12
General debility	------	------	------
MANHATTAN.			
Fevers	5	5	10
Pleurisy	1	1	2
Rheumatism	3	5	8
General debility	------	------	------
MONADNOCK.			
Fevers	1	1	2
Pleurisy	------	3	3
Rheumatism	2	1	3
General debility	2	1	3
MONTAUK.†			
Fevers	2	------	2
Pleurisy	------	------	------
Rheumatism	------	------	------
General debility	------	------	------
NAHANT.			
Fevers	------	1	1
Pleurisy	------	1	1
Rheumatism	------	------	------
General debility	------	------	------

Diseases.	1st quarter.	2d quarter.	Total.
NANTUCKET.‡			
Fevers	1	------	1
Pleurisy	------	------	------
Rheumatism	2	------	2
General debility	------	------	------
NEW IRONSIDES.§			
Fevers	2	------	2
Pleurisy	------	------	------
Rheumatism	5	------	5
General debility	5	------	5
ONONDAGA.			
Fevers	11	14	25
Pleurisy	2	------	2
Rheumatism	3	2	5
General debility	1	------	1
PASSAIC.‖			
Fevers	------	1	1
Pleurisy	------	------	------
Rheumatism	5	1	6
General debility	------	2	2
ROANOKE.¶			
Fevers	1	9	10
Pleurisy	------	1	1
Rheumatism	5	2	7
General debility	------	------	------
SANGAMON.			
Fevers	------	------	------
Pleurisy	------	------	------
Rheumatism	------	------	------
General debility	------	------	------
SAUGUS.**			
Fevers	------	------	------
Pleurisy	------	1	1
Rheumatism	------	------	------
General debility	1	------	1

* 2d quarter, 70 days.
† 2d quarter, 59 days.
‡ 2d quarter, 84 days.
§ 2d quarter, not in commission.
‖ 2d quarter, 76 days.
¶ 2d quarter, 81 days.
** 2d quarter, 11 days.

Number of cases of fever, pleurisy, rheumatism, and debility—Continued.

WOODEN VESSELS.

Diseases.	1st quarter.	2d quarter.	Total.	Diseases.	1st quarter.	2d quarter.	Total.
CANANDAIGUA.*				MENDOTA.¶			
Fevers	11	.....	11	Fevers	13	.....	13
Pleurisy	.....	.....	.....	Pleurisy	.....	.....	.....
Rheumatism	5	.....	5	Rheumatism	1	.....	1
General debility	.....	.....	.....	General debility	.....	.....	.....
CIMARRON.				MIAMI.**			
Fevers	8	4	12	Fevers	8	.....	8
Pleurisy	.....	.....	.....	Pleurisy	2	.....	2
Rheumatism	4	1	5	Rheumatism	1	.....	1
General debility	1	2	3	General debility	.....	.....	.....
DELAWARE.†				MOUNT VERNON. ††			
Fevers	22	.....	22	Fevers	4	.....	4
Pleurisy	3	.....	3	Pleurisy	.....	.....	.....
Rheumatism	10	.....	10	Rheumatism	1	1	2
General debility	.....	.....	.....	General debility	.....	.....	.....
FLAMBEAU.‡				NIPSIC.‡‡			
Fevers	14	.....	14	Fevers	6	3	9
Pleurisy	.....	1	1	Pleurisy	.....	.....	.....
Rheumatism	3	4	7	Rheumatism	1	.....	1
General debility	.....	.....	.....	General debility	.....	.....	.....
HARVEST MOON.§				NORWICH.			
Fevers	2	.....	2	Fevers	2	3	5
Pleurisy	.....	.....	.....	Pleurisy	.....	.....	.....
Rheumatism	.....	.....	.....	Rheumatism	1	3	4
General debility	.....	.....	.....	General debility	.....	.....	.....
LENAPEE.				OTTAWA.			
Fevers	7	22	29	Fevers	3	3	6
Pleurisy	3	1	4	Pleurisy	.....	.....	.....
Rheumatism	3	.....	3	Rheumatism	1	3	4
General debility	.....	.....	.....	General debility	.....	.....	.....
MAUMEE.‖				PAWNEE.§§			
Fevers	5	4	9	Fevers	2	1	3
Pleurisy	.....	2	2	Pleurisy	1	1	2
Rheumatism	1	3	4	Rheumatism	2	1	3
General debility	.....	.....	.....	General debility	.....	.....	.....

* 2d quarter 3 days.
† 2d quarter no report.
‡ 2d quarter 67 days.
§ 1st quarter 60 days, 2d quarter destroyed by rebel torpedo—March 1, 1865. Not embraced in table 1. Complement, 80.
‖ 2d quarter 78 days. Not embraced in table 1. Complement, 117.
¶ 2d quarter no report. Not embraced in table 1. Complement, 165.
** 2d quarter no report. Not embraced in table 1. Complement, 145.
†† 2d quarter 88 days. Not embraced in table 1. Complement, 67.
‡‡ 2d quarter 13 days.
§§ Not embraced in table 1. Complement, 240.

Number of cases of fever, pleurisy, rheumatism, and debility—Continued.

WOODEN VESSELS—Continued.

Diseases.	1st quarter.	2d quarter.	Total.
PHILADELPHIA.*			
Fevers	1	2	3
Pleurisy	.....	1	1
Rheumatism	4	2	6
General debility	1	2	3
PONTIAC.†			
Fevers	15	11	26
Pleurisy	1	.....	1
Rheumatism	.....	2	2
General debility	2	1	3
SHAWMUT.‡			
Fevers	2	.....	2
Pleurisy	.....	.....	.....
Rheumatism	1	.....	1
General debility	.....	.....	.....
SONOMA.§			
Fevers	2	3	5
Pleurisy	6	3	9
Rheumatism	9	3	12
General debility	.....	.....	.....
STATE OF GEORGIA.			
Fevers	4	15	19
Pleurisy	.....	.....	.....
Rheumatism	7	4	11
General debility	.....	.....	.....
SUSQUEHANNA.‖			
Fevers	5	6	11
Pleurisy	1	1	2
Rheumatism	13	7	20
General debility	2	2	4
TACONY.¶			
Fevers	3	3	6
Pleurisy	1	.....	1
Rheumatism	3	2	5
General debility	3	1	4
T. A. WARD.**			
Fevers	5	.....	5
Pleurisy	1	.....	1
Rheumatism	2	.....	2
General debility	.....	.....	.....
TUSCARORA.††			
Fevers	18	12	30
Pleurisy	.....	.....	.....
Rheumatism	4	3	7
General debility	.....	.....	.....
UNADILLA.‡‡			
Fevers	.....	1	1
Pleurisy	1	.....	1
Rheumatism	3	.....	3
General debility	1	1	2
VALLEY CITY.§§			
Fevers	16	.....	16
Pleurisy	.....	.....	.....
Rheumatism	2	.....	2
General debility	1	.....	1
WABASH.‖‖			
Fevers	12	.....	12
Pleurisy	.....	.....	.....
Rheumatism	24	.....	24
General debility	1	.....	1
WISSAHICKON.			
Fevers	3	2	5
Pleurisy	.....	1	1
Rheumatism	3	9	12
General debility	.....	8	8

* Not embraced in table 1. Complement, 195.

† 2d quarter 82 days. Not embraced in table 1. Complement, 160.

‡ 2d quarter no report. Not embraced in table 1. Complement, 120.

§ 2d quarter 74 days.

‖ Not embraced in table 1. Complement, 342.

¶ 2d quarter 65 days. Not embraced in table 1. Complement. 191.

** 2d quarter no report. Not embraced in table 1. Complement, 52.

†† 2d quarter 60 days.

‡‡ 2d quarter 34 days. Not embraced in table 1. Complement, 100.

§§ 2d quarter no report.

‖‖ 1st quarter 42 days. 2d quarter no report.

Number of cases of fever, pleurisy, rheumatism, and debility—Continued.

IRON-CLADS—1864.

Diseases.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.
CANONICUS.*					
Fevers	....	3	30	6	39
Pleurisy	....	1	....	....	1
Rheumatism	....	3	2	8	13
General debility	....	....	....	....	....
CATSKILL.					
Fevers	1	2	1	3	7
Pleurisy	....	....	....	....	....
Rheumatism	2	1	1	2	6
General debility	4	1	....	4	9
DICTATOR.†					
Fevers	....	....	....	1	1
Pleurisy	....	....	....	....	....
Rheumatism	....	....	....	3	3
General debility	....	....	....	....	....
LEHIGH.					
Fevers	1	1	5	....	7
Pleurisy	1	....	....	....	1
Rheumatism	1	1	2	....	4
General debility	....	....	....	....	....
MAHOPAC.‡					
Fevers	....	....	....	4	4
Pleurisy	....	....	....	....	....
Rheumatism	....	....	....	3	3
General debility	....	....	....	2	2
MANHATTAN.§					
Fevers	....	2	7	3	12
Pleurisy	....	....	1	....	1
Rheumatism	....	....	1	....	1
General debility	....	....	14	....	14
MONADNOCK.‡					
Fevers	....	....	....	3	3
Pleurisy	....	....	....	....	....
Rheumatism	....	....	....	4	4
General debility	....	....	....	3	3
MONTAUK.					
Fevers	2	1	7	3	13
Pleurisy	....	....	....	....	....
Rheumatism	5	....	3	2	10
General debility	....	....	....	....	....
NAHANT.					
Fevers	....	....	2	3	5
Pleurisy	....	....	2	1	3
Rheumatism	....	....	3	1	4
General debility	2	2	....	1	5
NANTUCKET.					
Fevers	2	2	....	....	4
Pleurisy	....	....	....	....	....
Rheumatism	6	2	5	....	13
General debility	....	....	2	2	4
NEW IRONSIDES.					
Fevers	7	21	5	3	36
Pleurisy	....	1	....	....	1
Rheumatism	4	6	2	10	22
General debility	2	1	....	....	3
ONONDAGA.‖					
Fevers	....	6	73	18	97
Pleurisy	....	....	....	....	....
Rheumatism	....	1	3	3	7
General debility	1	3	2	1	7
PASSAIC.					
Fevers	2	....	....	1	3
Pleurisy	....	....	....	3	3
Rheumatism	1	11	3	7	22
General debility	....	....	....	....	....
PATAPSCO.					
Fevers	3	1	3	1	8
Pleurisy	....	1	....	1	2
Rheumatism	5	2	7	3	17
General debility	....	....	2	1	3
ROANOKE.					
Fevers	1	8	9	4	22
Pleurisy	....	....	1	....	1
Rheumatism	14	7	....	3	24
General debility	2	....	1	....	3
SANGAMON.					
Fevers	4	....	2	1	7
Pleurisy	1	1	1	....	3
Rheumatism	7	4	1	....	12
General debility	....	2	2	....	14

* 1st quarter not in commission. 2d quarter 76 days.
† 1st, 2d, and 3d quarters not in commission. 4th quarter 50 days.
‡ 1st, 2d, and 3d quarters not in commission.
§ 1st quarter not in commission. 2d quarter 25 days.
‖ 1st quarter 8 days.

Number of cases of fever, pleurisy, rheumatism, and debility—Continued.

IRON-CLADS—Continued.

Diseases.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.
SAUGUS.*					
Fevers	....	4	16	3	23
Pleurisy	....	....	1	1	2
Rheumatism	....	1	2	1	4
General debility	....	....	....	....	....
TECUMSEH.†					
Fevers	....	1	....	....	1
Pleurisy	....	....	....	....	....
Rheumatism	....	2	....	....	2
General debility	....	2	....	....	2

WOÖDEN VESSELS.

Diseases.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.
CANANDAIGUA.					
Fevers	....	1	5	10	16
Pleurisy	....	....	1	1	2
Rheumatism	8	8	8	9	33
General debility	....	3	....	....	3
CHIPPEWA.‡					
Fevers	....	....	....	1	1
Pleurisy	....	....	....	....	....
Rheumatism	....	....	....	1	1
General debility	....	....	....	....	....
CIMARRON.					
Fevers	3	6	9	2	20
Pleurisy	4	....	....	....	4
Rheumatism	3	3	4	4	14
General debility	1	1	5	....	7
DAI CHING.					
Fevers	5	4	5	4	18
Pleurisy	....	....	....	....	....
Rheumatism	1	....	3	2	6
General debility	....	1	....	....	1
ETHAN ALLEN.					
Fevers	6	6	2	1	15
Pleurisy	....	....	1	1	2
Rheumatism	5	2	4	....	11
General debility	....	1	1	1	3
FLAG.§					
Fevers	6	2	4	....	12
Pleurisy	1	....	1	....	2
Rheumatism	3	3	....	....	6
General debility	....	....	....	....	....
FLAMBEAU.‖					
Fevers	....	4	2	18	24
Pleurisy	....	....	....	....	....
Rheumatism	....	1	2	1	4
General debility	....	....	....	....	....
GEO. MANGHAM.¶					
Fevers	1	3	3	....	7
Pleurisy	....	....	1	2	3
Rheumatism	3	2	....	1	6
General debility	....	....	1	....	1
HARVEST MOON.					
Fevers	1	3	2	4	10
Pleurisy	1	....	....	....	1
Rheumatism	1	....	....	....	1
General debility	....	1	....	....	1
JOHN ADAMS.					
Fevers	4	2	5	16	27
Pleurisy	....	....	....	....	....
Rheumatism	4	3	5	4	16
General debility	....	....	4	1	5
LODONA.**					
Fevers	3	1	1	3	8
Pleurisy	....	1	....	....	1
Rheumatism	3	1	1	....	5
General debility	....	....	....	....	....
MEMPHIS.††					
Fevers	6	5	2	1	14
Pleurisy	2	....	....	....	2
Rheumatism	4	....	....	....	4
General debility	....	1	....	....	1

* 1st quarter not in commission.

† 1st quarter not in commission. 2d quarter 72 days. 3d quarter sunk in battle, Mobile bay, August 5, 1864. No report.

‡ 2d quarter repairing. 3d quarter repairing north. 4th quarter 66 days.

§ 1st quarter 59 days. 4th quarter no report. Not embraced in table 1. Complement 150.

‖ 1st quarter repairing north. 2d quarter 29 days.

¶ Not embraced in table 1. Complement 66.

** Not embraced in table 1. Complement 104.

†† Not embraced in table 1. Complement 110.

Number of cases of fever pleurisy, rheumatism, and debility—Continued

WOODEN VESSELS—Continued.

Diseases.	1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.
MINNESOTA.*					
Fevers	16	10	....	13	39
Pleurisy	2	....	....	4	6
Rheumatism	9	2	....	6	17
General debility	5	4	....	....	9
NORWICH.					
Fevers	3	4	2	5	14
Pleurisy	1	1	....	....	2
Rheumatism	1	1	1	1	4
General debility	....	....	....	....	....
OTTAWA.					
Fevers	4	1	1	18	24
Pleurisy	1	1	....	....	2
Rheumatism	1	....	2	1	4
General debility	....	....	....	....	....
PAWNEE.					
Fevers	....	1	5	4	10
Pleurisy	2	1	....	2	5
Rheumatism	6	2	8	....	16
General debility	....	....	....	....	....
PERRY.†					
Fevers	....	4	12	6	22
Pleurisy	1	....	1	....	2
Rheumatism	....	1	2	....	3
General debility	....	....	....	....	....
PHILADELPHIA.‡					
Fevers	....	1	1	1	3
Pleurisy	....	1	....	1	2
Rheumatism	5	1	3	4	13
General debility	1	....	1	....	2
SARATOGA.§					
Fevers	5	....	5	5	15
Pleurisy	1	1	....	3	5
Rheumatism	3	1	....	1	5
General debility	....	....	....	....	....
SENECA.‖					
Fevers	....	1	....	1	2
Pleurisy	2	....	....	3	5
SENECA—Contin'd.					
Rheumatism	2	3	....	2	7
General debility	....	....	....	....	....
SONOMA.¶					
Fevers	3	5	2	3	13
Pleurisy	2	1	....	1	4
Rheumatism	3	3	1	6	13
General debility	....	....	....	....	....
SOUTH CAROLINA.					
Fevers	....	....	4	5	9
Pleurisy	....	....	....	....	....
Rheumatism	9	1	1	2	13
General debility	....	....	....	....	....
STETTIN.**					
Fevers	1	2	9	1	13
Pleurisy	1	1	1	2	5
Rheumatism	1	2	5	2	10
General debility	....	....	....	....	....
WABASH.					
Fevers	30	16	24	41	111
Pleurisy	1	....	6	2	9
Rheumatism	29	30	22	32	113
General debility	....	3	3	3	9
WAMSUTTA.††					
Fevers	....	....	2	3	5
Pleurisy	....	....	2	1	3
Rheumatism	....	....	....	1	1
General debility	....	....	....	....	....
WINONA.‡‡					
Fevers	1	....	1	....	2
Pleurisy	....	1	....	....	1
Rheumatism	7	3	1	1	12
General debility	....	1	....	....	1
WISSAHICKON.					
Fevers	6	10	2	....	18
Pleurisy	1	....	....	....	1
Rheumatism	2	2	1	....	5
General debility	....	....	....	....	....

*3d quarter repairing north. Not embraced in table 1. Complement 550.
† Not embraced in table 1. Complement 79.
‡ Not embraced in table 1. Complement 150.
§ Not embraced in table 1. Complement 195.
‖ 2d quarter 69 days. 3d quarter repairing north. 4th quarter 73 days.
¶ Not embraced in table 1. Complement 170.
** 1st quarter 19 days.
†† 1st quarter no report.
‡‡ 1st quarter 63 days.

TABLE 3.—*Aggregate of fevers, pleurisy, rheumatism, and debility, occurring on board iron-clads and wooden vessels of* 1863, 1864, *and* 1865.

Year.	Diseases.	IRON-CLADS. 1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.	Remarks.	Year.	Diseases.	WOODEN VESSELS. 1st quarter.	2d quarter.	3d quarter.	4th quarter.	Total.	Remarks.
1863.....	Fevers	34	42	42	40	158	Eleven vessels: Complements, 1,500.	1863.....	Fevers.....	42	41	66	43	192	Twelve vessels: Complements, 1,539.
	Pleurisy	2	10	4	2	18			Pleurisy	6	8	14	5	33	
	Rheumatism.....	20	32	64	46	162			Rheumatism	52	57	55	39	203	
	General debility ..	2	2	21	11	36			General debility ..	5	15	21	1	42	
1864.....	Fevers	23	52	160	57	292	Eighteen vessels: Complements, 2,458.	1864.....	Fevers.....	64	61	80	134	339	Eighteen vessels: Complements, 2,471.
	Pleurisy	2	4	6	6	18			Pleurisy	14	5	11	12	42	
	Rheumatism	45	41	35	50	171			Rheumatism	80	61	67	63	271	
	General debility ..	11	11	23	14	59			General debility ..	1	11	13	5	30	
To June 30, 1865	Fevers	28	42	....	....	70	Seventeen vessels: Complements, 2,370.	To June 30, 1865	Fevers	128	67	....	....	195	Fourteen vessels: Complements, 2,435.
	Pleurisy	3	7	....	....	10			Pleurisy	12	6	....	....	18	
	Rheumatism	43	18	....	....	61			Rheumatism	77	30	....	....	107	
	General debility ..	9	3	....	....	12			General debility ..	3	10	....	....	13	

A.

Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery, for the support of said bureau, required for the service of the fiscal year ending June 30, 1867.

Heads or titles of appropriations.	Estimates of appropriat'ns required for the service of the fiscal year ending June 30, 1867.	Estimates of the balances of appropriations unexpended on June 30, 1867, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1866.
For salary of chief of bureau, per act of July 5, 1862, Statutes at Large, 2d session 37th Congress, section 2, page 510	$3,500 00	.....	.....
For salary of assistant to bureau, per act of July 16, 1862, Statutes at Large, 2d session 37th Congress, section 18, page 586	2,800 00	.....	.....
For salary of two clerks, per act of July 5, 1862, Statutes at Large, 2d session 37th Congress, section 3, page 511, at $1,400 each	2,800 00	.....	.....
For salary of messenger, per act of July 5, 1862, Statutes at Large, 2d session 37th Congress, section 3, page 511; Statutes at Large, page 160, 1st session 38th Congress, June 25, 1864, adding 20 per cent	1,000 00	.....	.....
For salary of laborer, per act of February 25, 1863, Statutes at Large, 3d session 37th Congress, section 2, page 625; Statutes at Large, page 160, 1st session 38th Congress, June 25, 1864, adding 20 per cent.	720 00	.....	.....
	10,820 00	.....	.....
Contingent expenses.			
Blanks, stationery, and miscellaneous items	800 00	.....	.....
Total	11,620 00	.....	$11,620 00

P. J. HORWITZ, *Chief of Bureau.*

B.

Estimate of appropriations under the cognizance of the Bureau of Medicine and Surgery required for the service of the fiscal year ending June 30, 1867.

Heads or titles of appropriations.	Estimates of appropriat'ns required for the service of the fiscal year ending June 30, 1867.	Estimates of the balances of appropriations unexpended on June 30, 1867, which may be applied to the service of the next fiscal year.	Appropriations for the fiscal year ending June 30, 1866.
Surgeon's necessaries and appliances.			
For the support of the medical department, of vessels in commission, navy yards, naval stations, marine corps, coast survey, twenty-two thousand five hundred men, at $7 50 per man	$168,750 00	.....	.....
Contingent.			
For the medical department	75,000 00	.....	.....
Total	243,750 00	.....	$302,500 00

P. J. HORWITZ, *Chief of Bureau.*

C.

Estimate of the pay of officers and others at naval hospitals for the fiscal year ending June 30, 1867.

PORTSMOUTH, N. H.

No.	Officers, &c.	Pay.	Aggregate.
1	*Surgeon	$2,800	
1	*Steward	750	
1	Cook at $15 per month	180	
2	Nurses at $15 per month each	360	
			$4,090

BOSTON.

1	Surgeon	$2,800	
2	Assistant surgeons, at $1,050 each	2,100	
1	Steward	750	
1	Surgeon's steward, at $30 per month	360	
1	Apothecary, at $30 per month	360	
1	Matron, at $30 per month	360	
6	Nurses, at $20 per month each	1,440	
1	Chief cook, at $20 per month	240	
2	Cooks, at $14 per month each	336	
4	Washers, at $12 per month each	576	
3	Watchmen, at $25 per month each	900	
1	Messenger, at $15 per month	180	
1	Gardener, at $25 per month	300	
1	Gate-keeper, at $25 per month	300	
1	Engineer, at $40 per month	480	
1	Fireman, at $30 per month	360	
			$11,842

NEW YORK.

1	Surgeon	$2,800	
4	Assistant surgeons, at $1,050 each	4,200	
1	Steward	750	
1	Surgeon's steward, at $30 per month	360	
1	Apothecary, at $30 per month	360	
1	Matron, at $30 per month	360	
8	Nurses, at $240 each	1,920	
4	Washers, at $144 each	576	
2	Cooks, at $168 each	336	
2	Assistant cooks, at $144 each	288	
1	House cleaner	144	
1	Gate keeper	360	
1	Messenger	240	
1	Gardener	300	
1	Porter	240	
3	Watchmen, at $300 each	900	
1	Engineer for steam-pump	480	
2	Firemen, at $30 per month each	720	
			$15,334

*Performing duty at navy yard also.

C.—*Estimate of the pay of officers and others at naval hospitals, &c.*—Continued.

LABORATORY.

No.	Officers, &c.	Pay.	Aggregate.
1	Surgeon	$2,800	
1	Assistant surgeon	1,400	
1	Manufacturer	800	
1	Assistant manufacturer	500	
1	Chief packer	800	
6	Assistant packers, at $300 each	1,800	
1	Engineer	800	
1	Fireman	350	
1	Clerk	800	
1	Shipping porter	450	
1	Porter	350	
			$10,850

PHILADELPHIA.

1	Surgeon	$2,800	
2	Assistant surgeons, at $1,050 each	2,100	
1	Steward	750	
1	Apothecary	360	
1	Matron	360	
2	Cooks, at $156 each	312	
4	Nurses, at $180 each	720	
5	Washers, at $108 each	540	
1	Messenger	240	
			$8,182

WASHINGTON.

1	Surgeon	$2,800	
1	Assistant surgeon	1,050	
1	Steward	750	
1	Apothecary, at $30 per month	360	
4	Nurses, at $180 each	720	
2	Cooks, at $168 each	336	
2	Laborers, at $144 each	288	
1	Messenger	144	
3	Washers, at $12 per month each	432	
1	Gate keeper, at $20 per month	240	
1	Engineer, at $40 per month	480	
2	Firemen, at $30 per month each	720	
			$8,320

ANNAPOLIS.

1	Surgeon	$2,800	
1	Assistant surgeon	1,400	
1	Steward	750	
2	Nurses, at $180 each	360	
1	Cook	168	
1	Laborer	144	
1	Washer	144	
			$5,766

C.—*Estimate of the pay of officers and others at naval hospitals, &c.*—Continued.

NORFOLK.

No.	Officers, &c.	Pay.	Aggregate.
1	Surgeon	$2,800	
3	Assistant surgeons, at $1,050 each	3,150	
1	Steward	750	
1	Apothecary	360	
1	Matron	360	
1	Cook	300	
1	Cook	240	
1	Cook	216	
7	Nurses, at $240 each	1,680	
7	Nurses, at $168 each	1,176	
1	Laundress, at $20 per month	240	
2	Washers, at $216 each	432	
1	Gardener	360	
4	Laborers, at $192 each	768	
1	Engineer	600	
4	Attendants on mess-rooms, at $168 each	672	
4	Boatmen, at $168 each	672	
			$14,776

PORT ROYAL.

1	Surgeon	$2,800	
2	Assistant surgeons, at $1,050 each	2,100	
1	Steward	750	
1	Cook, at $15 per month	180	
2	Nurses, at $144 each	288	
2	Washers, at $144 each	288	
1	Laborer	180	
			$6,586

PENSACOLA.

1	Surgeon	$2,800	
2	Assistant surgeons, at $1,050 each	2,100	
1	Steward	750	
1	Apothecary, at $30 per month	360	
1	Matron, at $30 per month	360	
3	Washers, at $180 each	540	
6	Nurses, at $216 each	1,296	
2	Cooks, at $216 each	432	
4	Laborers, at $144 each	576	
			$9,214

MARE ISLAND.

1	*Surgeon	$2,800	
1	*Assistant surgeon	1,050	
1	*Steward	1,000	
1	Cook	480	
2	Nurses, at $360 each	720	
2	Washers, at $360 each	720	
2	Laborers, at $240 each	480	
			$7,250

*Performing duty at navy yard also.

P. J. HORWITZ, *Chief of Bureau.*

D.—*Estimates for the construction, improvement, and repairs of hospitals.*

BOSTON.

Repair of buildings, roads, fences, cemetery, walls, stable, furniture, painting, glazing, grounds, &c	$10,000

NEW YORK.

Repairs of hospital buildings and appendages, roads, fences, walls, stables, furniture, painting glazing, cemetery, grounds, &c	$10,000

LABORATORY.

Repairs of buildings and appendages, purchase and repairs of instruments, apparatus and machinery, painting, glazing, furniture, &c	$3,500

WASHINGTON.

Completing building authorized by act of Congress approved March 14, 1864, including cost of enclosing premises, grading side-walks, laying curbstones, together with the necessary out-buildings and their appurtenances	$30,000

ANNAPOLIS.

Repair of hospital building, appendages, painting, glazing, furniture, &c	$5,000

NORFOLK.

Repairs of buildings, appendages, roads, fences, rebuilding sea-wall, painting and glazing, spouting and repairing roof, wharves and bridges, brick pavement, stable, furniture, floors of basement, improving grounds, &c., &c	$20,000

PENSACOLA.

Repairs of building, appendages, painting, glazing, furniture, &c	$10,500

MARE ISLAND.

Repairs of building, appendages, painting, glazing, furniture, &c	$7,500

P. J. HORWITZ, *Chief of Bureau.*

No. 10.

REPORT F THE COLONEL COMMANDANT OF THE MARINE CORPS.

HEADQUARTERS MARINE CORPS,
Washington, October 20, 1865.

SIR: I have the honor to report that during my recent absence upon duty I visited the marine posts at Portsmouth, Charlestown, Brooklyn, Philadelphia, and Norfolk, Virginia, and from personal inspection of the several commands take pleasure in saying that the order and discipline observed at each was alike creditable to officers and men; and though it has been my unpleasant duty several times during the past year to bring to the notice of the department the escape of prisoners under sentence of court-martial, I desire now to express the opinion that the escapes referred to were not in consequence of inattention to duty, but more from a want of appreciation of the ingenuity sometimes shown

by prisoners in releasing themselves from confinement. I trust, however, the experience thus gained will enable us to guard against similar escapes in the future.

The barracks at Portsmouth in process of re-construction at the period of my last report have since been completed, and now offer very comfortable quarters for officers and men. The out-buildings to which I then referred as being old and of wood, unsafe and unsuitable, were soon after torn down by authority of the department, and though much inconvenienced in consequence, I have not yet thought it advisable to direct special estimates to be submitted, with a view to replacing them, but have improved the premises as much as possible out of the annual appropriation for repairs of barracks. At some future time the subject of the construction of proper out-buildings will be brought to your notice.

At Boston the quarters for officers and men are in good condition, but will require considerable painting to keep them in a proper state of preservation.

At Brooklyn the barracks will require only the usual attention to repairs, to keep them in good order. The barrack-grounds have been much improved during the year, and though much is still to be done to make them conform to the present plan of improvement, their present condition and appearance reflects much credit upon the continued efforts of the commanding officer, to make them all that is desirable.

The barracks at Philadelphia are too contracted to afford comfortable accommodation for the usual strength of that post, but until the question of a change of location of the yard is definitely settled, I do not deem it advisable to recommend any addition to, or enlargement of the building, but will endeavor to make such disposition of the forces ashore as will prevent too much crowding of the men. The building can be kept in its present condition without any reference to special appropriation.

At Norfolk the quarters occupied by the troops, though of a temporary character, can be kept comparatively comfortable with the means at our disposal. If, however, it should be in contemplation soon to deprive us of these quarters, or if it has been fully determined by the department to re-establish the yard upon its former basis, it would then be desirable to submit to the department for consideration a plan for the construction of proper barracks, with a view to asking for such an appropriation as would be necessary for that purpose.

In my last annual report, the fact of Congress not having passed the appropriation for constructing officers' quarters, guard-house, &c., at Mare island, California, was mentioned, and the hope expressed that the subject might again be brought to the notice of that body. The objection then presented to quartering officers and men in the same building is still entertained, and in view alone of the pernicious effects thus likely to be produced upon discipline, the department is asked to favor the legislation necessary to correct that evil, and at the same time give more comfortable homes to officers having to serve at such isolated points.

During the past year the strength of the corps has not changed materially, the ordinary means of recruiting having been sufficient to replace the loss occasioned by special discharges and by expiration of service; and though the number of men on shore at present is somewhat greater than is usual, owing to the many vessels having guards aboard that have recently gone out of commission, this temporary accession to the shore force is well employed in being constantly instructed in the duties of soldiers, and in giving additional security to the vast amount of government property at the several navy yards. Most of the year, however, the greater part of the corps have been actively employed in the operations of the several squadrons, and have thus borne an humble part in the gallant deeds of the navy.

In closing this brief report I desire to allude for a moment to the great struggle for the Union through which we have just passed, and in behalf of my corps tender my congratulations that during that struggle, and in the final triumph of the government over all its enemies, the navy has borne so honorable a part as to give it new claims to the confidence and support of a great and free people.

Respectfully submitted by your obedient servant,

J. ZEILIN,
Colonel Commandant.

Hon. GIDEON WELLES,
Secretary of the Navy, Washington, D. C.

HEADQUARTERS MARINE CORPS,
Paymaster's Office, September 30, 1865.

SIR: I enclose herewith estimates, in triplicate, for pay and subsistence of officers, and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps, for the fiscal year ending June 30, 1867.

These estimates exhibit an increase of $66,201 50 over the sum appropriated for the present fiscal year; of which amount $51,201 50 will be required for payment of the increase in commutation for officers' rations and servant allowance, authorized by an act approved March 3, 1865, and $15,000 for undrawn clothing, rendered necessary by the advance in the price of clothing.

I am, very respectfully, your obedient servant,

J. C. CASH,
Paymaster Marine Corps.

Colonel JACOB ZEILIN,
Commandant U. S. Marine Corps, Headquarters.

Detail estimate of pay and subsistence of officers and pay of non-commissioned officers, musicians, privates, &c., of the United States marine corps, from July 1, 1866, *to June* 30, 1867.

	Number.	Pay per month.	PAY.			SUBSISTENCE.			Aggregate.
			Number of servants at $37 50 per month.	Number of servants at $31 50 per month.	Total.	Number of rations at 50 cents per ration.	Number of rations at 30 cents per ration.	Total.	
Colonel commandant	1	$95	2	....	$2,040 00	12	....	$2,190 00	$4,230 00
Colonels, one retired but retained on duty	2	95	2	....	4,080 00	6	....	2,190 00	6,270 00
Lieutenant colonels, one retired but retained on duty	3	80	2	....	5,580 00	5	....	2,737 50	8,317 50
Lieutenant colonels retired	2	80	....	....	1,920 00	4	....	1,460 00	3,380 00
Majors	4	70	2	....	6,960 00	4	....	2,920 00	9,880 00
Majors retired	2	70	....	....	1,680 00	4	....	1,460 00	3,140 00
Adjutant and inspector, paymaster and quartermaster	3	80	....	2	5,148 00	.....	4	1,314 00	6,462 00
Assistant quartermasters	2	70	....	1	2,436 00	.....	4	876 00	3,312 00
Captains, one retired but retained on duty	16	70	1	....	20,640 00	4	....	11,680 00	32,320 00
Captains	5	70	....	1	6,090 00	.....	4	2,190 00	8,280 00
Captains retired	1	60	....	....	720 00	.....	....	.....	720 00
First lieutenants	23	50	1	....	24,150 00	4	....	16,720 00	40,940 00
First lieutenants	7	50	....	1	6,846 00	.....	4	3,052 00	9,898 00
First lieutenants retired	1	50	....	....	600 00	4	....	730 00	1,330 00
Second lieutenants	25	45	1	....	24,750 00	4	....	18,250 00	43,000 00
Second lieutenants	5	45	....	1	4,590 00	.....	4	2,180 00	6,770 00
Second lieutenants retired	1	45	....	....	540 00	4	....	730 00	1,270 00
Leader of the band	1	75	....	....	900 00	.....	....	.....	900 00
Sergeant major	1	30	....	....	360 00	.....	....	.....	360 00
Quartermaster sergeant and drum major	2	24	....	....	576 00	.....	....	.....	576 00
Orderly sergeants	70	26	....	....	21,840 60	.....	....	.....	21,840 00
Sergeants	90	20	....	....	21,600 00	.....	....	.....	21,600 00
Sergeants	80	22	....	....	21,120 00	.....	....	.....	21,120 00
Corporals	140	18	....	....	30,240 00	.....	....	.....	30,240 00
Corporals	120	20	....	....	28,800 00	.....	....	.....	28,800 00
Musicians of the band	30	.....	....	....	9,492 00	.....	....	.....	9,492 00
Drummers and fifers	64	16	....	....	12,288 00	.....	....	.....	12,288 00
Drummers and fifers	56	18	....	....	12,096 00	.....	....	.....	12,096 00
Privates	2,300	16	....	....	441,600 00	.....	....	.....	441,600 00
Privates	700	18	....	....	151,200 00	.....	....	.....	151,200 00
Bounty for enlistment, (second instalment)	1,000	.....	....	....	100,000 00	.....	....	.....	100,000 00
Clerks and messengers to colonel commandant and staff	13	.....	....	....	12,440 45	.....	....	.....	12,440 45
Steward and nurse in hospital at headquarters	2	.....	....	....	1,095 00	.....	....	.....	1,095 00
Additional rations to officers for five years' service	.....	.....	....	....	.....	120	....	21,900 00	21,900 00
Undrawn clothing	.....	.....	....	....	.....	.....	....	30,000 00	30,000 00
Total	.....	.....	....	....	984,417 45	.....	....	122,649 50	1,107,066 95

Respectfully submitted.

J. C. CASH, *Paymaster Marine Corps.*

HEADQUARTERS MARINE CORPS,
Paymaster's Office, September 30, 1865.

No. 28.

HEADQUARTERS MARINE CORPS,
Quartermaster's Office, Washington, October 3, 1865.

SIR: I have the honor to transmit triplicate estimates for the support of the quartermaster's department, marine corps, from July 1, 1866, to June 30, 1867.

These estimates vary from the appropriations for the fiscal year ending June 30, 1866, as follows:

Contingencies has been increased	$20,000 00
Clothing has been reduced	13,848 95
And fuel has been reduced	2,509 75

The increase in contingencies is made necessary by the high prices of everything chargeable to that appropriation, and the heavy expenditures under that head during the present and past fiscal years. The reduction in clothing is believed to be justified by a decrease in the cost of material, and on fuel by the present condition of that appropriation.

The aggregate amount asked for exceeds the appropriation of last year $3,578 30.

I am, very respectfully, your obedient servant,

W. B. SLACK,
Quartermaster Marine Corps.

Colonel JACOB ZEILIN,
Commandant Marine Corps, Headquarters.

Estimate of the expenses of the quartermaster's department of the marine cops for one year, from July 1, 1866, *to June* 30, 1867.

There will be required for the support of the quartermaster's department of the marine corps for one year, commencing on the 1st of July, 1866, in addition to the balances then remaining on hand, the sum of six hundred and fifty thousand six hundred and eighty-seven dollars and fifty-five cents.

For provisions	$169,907 50
For clothing	314,663 05
For fuel	30,117 00
For military stores, viz: Pay of mechanics, repair of arms, purchase of accoutrements, ordnance stores, flags, drums, fifes, and other instruments	16,000 00
For transportation of officers, their servants, troops, and for expense of recruiting	25,000 00
For repair of barracks and rent of offices where there are no public buildings	15,000 00
For contingencies, viz: Freight, ferriage, toll, cartage, wharfage, purchase and repair of coats, compensation to judge advocates, per diem for attending courts-martial, courts of inquiry, and for constant labor, house rent in lieu of quarters, burial of deceased marines, printing, stationery, postage, telegraphing, apprehension of deserters, oil, candles, gas, repair of gas and water fixtures, water rent, forage, straw, barrack furniture, furniture for officers' quarters, bed-sacks, wrapping-paper, oil-cloth, crash, rope, twine, spades, shovels, axes, picks, carpenters' tools, keep of a horse for messenger, pay of matron, washerwomen and porter at hospital headquarters, repairs to fire-engine, purchase and repair of engine-hose, purchase of lumber for benches, mess tables, bunks, &c., repairs to public carryall, purchase and repair of harness, purchase and repair of hand-carts and wheel-barrows, scavengering, purchase and repair of galleys, cooking stoves, ranges, &c., stoves where there are no grates, gravel, &c., for parade grounds, repair of pumps, furniture for staff and commanding officers' offices, brushes, brooms, buckets, paving, and for other purposes	80,000 00
Amount required	650,687 55

Respectfully submitted:

W. B. SLACK,
Quartermaster Marine Corps.

PROVISIONS.

For whom required.	Enlisted men.	Washerwomen.	Matron.	Total.	Ration at 25 cts. per ration.	Amount.
Non-commissioned officers, musicians, privates, and washerwomen	1,827	33	.....	1,860	1	$169,725 00
Matron and washerwomen at hospital headquarters	.....	1	1	2	1	182 50
Amount required	.....	.....	.....	.....	.....	169,907 50

CLOTHING.

For whom required:	Amount.
Non-commissioned officers, musicians, and privates, at $91 83 per annum, actual cost per contracts for 1865, (3,654 enlisted men)	$335,546 82
Thirteen hundred watch-coats, at $26 65 each	34,645 00
	370,191 82
Deduct 15 per cent. supposed difference in cost of material for clothing for 1866–'67	55,528 77
Amount required	314,663 05

FUEL.

For whom required.	Number.	Cords.	Feet.	Cords.	Feet.
For colonel commandant	1	36	4	36	4
For colonels	2	36	4	73	.....
For lieutenant colonels	5	29	4	147	4
For majors	6	29	4	177	.....
For staff majors	3	29	4	88	4
For staff captains	2	24	6	49	4
For captains	12	24	6	297	.....
For lieutenants, 1st and 2d	30	16	4	495	.....
For non-commissioned officers, musicians, privates, washerwomen, and servants	1,967	1	4	2,950	4
For matron, hospital headquarters	1	1	4	1	4
For hospital headquarters	1	33	.....	33	.....
For hospital at other posts	5	16	4	82	4
For armory	1	30	.....	30	.....
For mess-rooms for officers	7	3	4	24	4
For offices of commandant and staff, and commanding officers of posts	15	7	.....	105	.....
For officer-of-day's rooms	7	3	4	24	4
For guard-rooms at barracks and navy yard	9	21	.....	189	.....
For stores of clothing and other supplies	3	5	.....	15	.....
For one-fourth additional on 800 cords, quantity supposed to be required in latitude north 39°, which, at $6 per cord, is $30,117	.....	.....	.....	200	.....
Amount required	.....	.....	.....	5,019	4

HEADQUARTERS MARINE CORPS, QUARTERMASTER'S OFFICE,
Washington, October 16, 1865.

SIR: I have the honor to transmit herewith, to be forwarded to the Navy Department, the following schedule, in triplicate, viz:

Of proposals for rations during the year 1865.
Of proposals for fuel during the fiscal year ending June 30, 1866.
Of proposals for supplies during the year 1865.
Of existing contracts for supplies during the year 1865.
Of existing contracts for rations during the year 1865.
Of existing contracts for fuel during the fiscal year ending June 30, 1866.

I am, very respectfully, your obedient servant,
W. B. SLACK, *Quartermaster M. C.*

Colonel JACOB ZEILIN,
Com'dt U. S. Marine Corps, Headquarters.

—

Schedule of proposals for supplying rations to the marine corps during the year 1865, *under advertisement from quartermaster's office, dated October* 21, 1864.

Names of bidders.	STATIONS BID FOR.					
	Portsmouth, N. H.	Charlestown, Mass.	Brooklyn, N. Y.	Philadelphia, Pa.	Washington, D. C.	Gosport, Va.
John H. Jewett	$0 40	$0 36	$0 36	$0 36	$0 36	$0 40
John W. Shaw	.....	.....	.....	.....	43	.....
Kimberly Brothres	.....	.....	.....	.....	.....	45
Samuel Reckless	.....	.....	44.25	35.98	39.70	.....
N. F. Mathes	39	.....	.....	.....	.....	.....
Peter Higgins	.....	35 9/10	.....	.....	.....	.....
J. B. Wilson	.....	.....	.....	.....	39.75	.....

Schedule of proposals received for supply of wood and coal to the marine corps under advertisement from quartermaster's office, dated June 3, 1865.

Names of bidders.	Portsmouth, N. H.		Charlestown, Mass.		Brooklyn, N. Y.		Philadelphia, Pa.		Washington, D. C.		Gosport, Va.	
	Wood per cord.	Coal per ton.	Wood per cord.	Coal per ton.	Wood per cord.	Coal per ton.	Wood per cord.	Coal per ton.	Wood per cord.	Coal per ton.	Wood per cord.	Coal per ton.
Robert Todd	.....	.....	$15 00	$15 00	.....	.....	.....	.....	.....	.....	.....	.....
Felt & German	.....	.....	.....	.....	$11 50	$11 25	.....	.....	.....	.....	.....	.....
John M. Davis	$12 62	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Alexander Comery	.....	.....	.....	.....	.....	.....	$8 40	$7 64	.....	.....	.....	.....
J. T. Daniels	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$7 95	$14 75
A. J. Stimpson	11 25	$14 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
J. M. Mathes	8 90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
John Walker	.....	12 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Joseph Sise	.....	12 19	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
W. H. Barbour	.....	.....	.....	.....	.....	.....	.....	.....	.....	$12 00	.....	.....
Barker Brintnal	.....	.....	.....	.....	.....	.....	.....	.....	$8 25	9 75	.....	.....
Sarah Otterback	.....	.....	.....	.....	.....	.....	.....	.....	8 00	.....	.....	.....
W. P. Frost	9 90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

W. B. SLACK, *Quartermaster.*

QUARTERMASTER'S OFFICE, U. S. MARINE CORPS,
Washington, July 8, 1865.

Schedule of proposals received for supplies for the marine corps for the year 1865, *under advertisement inviting proposals, dated October* 27, 1864.

Bidders.	CLASS NO. 1.					CLASS NO. 2.					CLASS NO. 3.				
	Sky-blue kersey, per yard.	Dark-blue kersey per yard.	Dark-blue twilled cloth, per yard.	Scarlet cloth, per yard.	Total bid.	Six-quarter dark-blue flannel, per yard.	Three-quarter d'k blue flannel, per yard.	Gray blankets, each.	Woollen socks, per pair.	Total bid.	White 13-ounce linen, per yard.	White 11-ounce linen, per yard.	Canton flannel, per y'd.	Cotton ticking.	Total bid.
Hall, Southwock & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charles E. Lenney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. & F. Soistmann*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry W. Scott	$4 75	$4 80	$4 90	$6 50	$113,425	$2 34	$1 17	$6 00	$0 50	$46,050	.....	.....	.....	.....	.....
Charles Barnum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mann, Hanna & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peter Higgins	6 50	6 50	6 50	3 00	153,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Mathews	6 75	6 75	6 75	3 50	159,150	2 40	1 20	5 00	50	45,750	2 60	2 90	$0 75	$1 00	$68,450
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry S. Downs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
John A. Evens	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dingee & Longan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Robert Johnson*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
George F. Roedel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Informal.

Schedule of proposals received for supplies for the marine corps for the year 1865, *&c.*—Continued.

Bidders.	CLASS NO. 4.					CLASS NO. 5.									
	Uniform caps, each.	Pompons, each.	Fatigue caps, each.	Stocks, each.	Total bid.	Coat buttons, per gross.	Jacket buttons, per gross.	Vest buttons, per gross.	Crescent and scale straps, per pair.	Bullion for sergeants and corp'ls, per set.	Bullion for privates, per set.	Red worsted sashes, each.	Yellow binding, per yard.	Red cord, per yard.	Sergeants' swords, each.
Hall, Southwock & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charles E. Lenney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. & F. Soistmann*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry W. Scott	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charles Barnum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mann, Hanna & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Peter Higgins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush	$4 50	$0 25	$2 75	$0 50	$17,875	$6 00	$3 75	$2 70	$1 75	$1 75	$1 75	$2 50	$0 08	$0 25	$7 50
William Mathews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry S. Downs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
John A. Evens	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dingee & Longan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Robert Johnson*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
George F. Roedel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Informal.

Schedule of proposals received for supplies for the marine corps for the year 1865, *&c.*—Continued.

Bidders.	CLASS NO. 5—Continued.										CLASS NO. 6.
	Musicians' swords, each.	Drums, each.	Drum-slings, each.	Batter-drum heads, each.	Snare drum-heads, each.	Drum-cords, each.	Drum-snares, per set.	Boxwood fifes, each.	Drum-sticks.	Total bid.	Brogans, per pair.
Hall, Southwock & Co											$2 62
Charles E. Lenney											2 58
C. & F. Soistmann*		$9 00	$0 62	$1 50	$0 60	$0 36	$0 30	$0 50	$0 30		
Henry W. Scott											
Charles Barnum											
Mann, Hanna & Co											
Peter Higgins											
Bent & Bush	$6 00	9 00	50	1 62	75	50	50	69	50	$30,398 50	
William Mathews											
Thomas B. Peddie											
Henry S. Downs											2 75
C S. Storms											
John A. Evens											2 73 8/10
Dingee & Longan											
Jacob Reed											
Robert Johnson*											
George F. Roedel											2 89

*Informal.

Schedule of proposals received for supplies for the marine corps for the year 1865, *&c.*—Continued.

Bidders.	CLASS NO. 7.								CLASS NO. 9.				
	Cartridge boxes, without magazines, each.	Bayonet scabbards, with frogs, each.	Per. cap pouches, each.	Cartr'ge-box belts, each.	Waist belts, each.	Waist plates, each.	Sword frogs, each.	Total bid.	Knapsacks, each.	Haversacks, each.	Canteens, each.	Musket slings, each.	Total bid.
Hall, Southwock & Co													
Charles E. Lenney													
C. & F. Soistmann*													
Henry W. Scott													
Charles Barnum													
Mann, Hanna & Co	$1 75	$1 15	$0 70	$0 68	$0 55	$0 13	$0 02	$6,645 00	$4 40	$1 28	$0 75	$0 03	$7,393
Peter Higgins													
Bent & Bush													
William Mathews													
Thomas B. Peddie													
Henry S. Downs									3 75	1 10	80	35	$6,565
C. S. Storms	1 50	65	40	90	65	20	30	5,595 00					
John A. Evens													
Dingee & Longan	1 48	68	55	1 20	60	20	1	6,061 50					
Jacob Reed													
Robert Johnson*													
George F. Roedell													

*Informal.

Schedule of proposals received for supplies for the marine corps for the year 1865, *&c.*—Continued.

Bidders.	CLASS NO. 11.												CLASS NO. 8.
	Watch coats, each.	Uniform coats.	Frock coats.	Woollen pants.	Linen pants.	Flannel shirts.	Linen shirts.	Drawers.	Flannel sacks.	Boys' jackets.	Bed sacks.	Total bid.	Tin magazines.
Hall, Southwock & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charles E. Lenney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. & F. Soistmann*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry W. Scott	$1 95	$2 62½	$1 87½	$0 85	$0 40	$0 25	$0 31	$0 22	$0 25	$0 75	$0 12½	$30,771	.....
Charles Barnum	2 50	4 25	2 25	55	35	13	14	13	25	45	20	29,807	.....
Mann, Hanna & Co	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$0 65
Peter Higgins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
William Mathews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Henry S. Downs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	35
John A. Evens	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dingee & Longan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Jacob Reed	1 90	2 60	2 00	1 00	30	40	25	25	25	50	10	31,939	.....
Robert Johnson*	.....	.....	.....	.....	.....	30	30	30	.....	.....	17	.....	.....
George F. Roedel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

* Informal.

W. B. SLACK, *Quartermaster Marine Corps.*

QUARTERMASTER'S OFFICE, UNITED STATES MARINE CORPS,
Washington, October 16, 1865.

Schedule of contracts for supplies for the marine corps for the year 1865.

Contractors.	CLASS NO. 1.				CLASS NO. 2.				CLASS NO. 3.				CLASS NO. 4.				CLASS NO. 5.	
	Sky-blue kersey, per yard.	Dark-blue kersey, per yard.	Dark-blue twilled cloth, per yd.	Scarlet cloth, per yard.	Six-quart'r dark-blue flannel, pr. yard.	Three-quarter dark-blue flannel, per yard.	Gray blankets, each.	Woollen socks, per pair.	White 13-ounce linen, per yard.	White 11-ounce linen, per yard.	Canton flannel, per yard.	Cotton ticking, per yard.	Uniform caps, each.	Pompons, each.	Fatigue caps, each.	Stocks, each.	Coat buttons, per gross.	Jacket buttons, per gross.
Peter Higgins	$6 50	$6 50	$6 50	$3 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wm. Mathews	.....	.....	.....	.....	$2 40	$1 20	$5 00	$0 50	$2 60	$2 90	$0 75	$1 00	.....	.....	.....	.....	.....	.....
Bent & Bush	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$4 50	$0 25	$2 75	$0 50	$6 00	$3 75
Charles E. Lenney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charles Barnum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Contractors.	CLASS NO. 5—Continued.																CLASS NO. 6.
	Vest buttons, per gross.	Crescent and scale straps, per pair.	Bullion for serge'ts and c'p'ls, per set.	Bullion for privates, per set.	Red worsted sashes, each.	Yellow binding, per yard.	Red cord, per yard.	Serg'ts' swords, each.	Musicia's' sw'ds, each.	Drums, each.	Drum slings, each.	Batter drum-heads, each.	Snare drum-h'ds, each.	Drum cords, each.	Drum snares, per set.	Boxwood fifes, each.	Drum-sticks, per pair	Brogans, per pair.
Peter Higgins	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wm. Mathews	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Bent & Bush	$2 70	$1 75	$1 75	$1 75	$2 50	$0 08	$0 05	$7 50	$6 00	$9 00	$0 50	$1 62	$0 75	$0 50	$0 50	$0 60	$0 50	.....
Charles E. Lenney	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	$2 58
C. S. Storms	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thomas B. Peddie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Charles Barnum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Schedule of contracts for supplies for the marine corps for the year 1865—Continued.

Contractors.	CLASS NO. 7.							CLASS NO. 9.				CLASS NO. 11.			
	Cartridge boxes, each, without magazines.	Bayonet scab'ds, each, with frogs attached.	Percussion cap pouches, each.	Cartridge box belts, each.	Waist belts, each.	Waist plates, each.	Sword frogs, each.	Knapsacks, each.	Haversacks, each.	Canteens, each.	Musket slings, each.	Watch coats, each.	Sergeants' uniform coats.	Corporals' uniform coats.	Musicians' uniform coats.
Peter Higgins	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Wm. Mathews	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Bent & Bush	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Charles E. Lenney	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
C. S. Storms	$1 50	$0 65	$0 40	$0 90	$0 65	$0 20	$0 30	------	------	------	------	------	------	------	------
Thomas B. Peddie	------	------	------	------	------	------	------	$3 75	$1 10	$0 80	$0 35	------	------	------	------
Charles Barnum	------	------	------	------	------	------	------	------	------	------	------	$2 50	$4 25	$4 25	$4 25

Contractors.	CLASS NO. 11—Continued.														
	Privates' uniform coats.	Sergeants' frock-coats.	Corporals' frock-coats.	Musicians' frock-coats.	Privates' frock-coats.	Sergeants' woollen pants.	Musicians' woollen pants.	Corporals' and privates' woollen pants.	Linen pants.	Flannel shirts.	Linen shirts.	Drawers.	Flannel sacks.	Boys' jackets.	Bed sacks.
Peter Higgins	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Wm. Mathews	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Bent & Bush	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Charles E. Lenney	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
C. S. Storms	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Thomas B. Peddie	------	------	------	------	------	------	------	------	------	------	------	------	------	------	------
Charles Barnum	$4 25	$2 25	$2 25	$2 25	$2 25	$0 55	$0 55	$0 55	$0 35	$0 13	$0 14	$0 13	$0 25	$0 45	$0 20

QUARTERMASTER'S OFFICE U. S. MARINE CORPS, *Washington, October* 16, 1865.

W. B. SLACK, *Quartermaster M. C.*

Schedule of contracts for rations for the marine corps for the year 1865, *under advertisement from the quartermaster's office, dated* ——— 18 .

Names of contractors.	Date of contract.	Rations at Portsmouth, N. H.	Rations at Charlestown, Mass.	Rations at Brooklyn, N. Y.	Rations at Philadelphia, Pa.	Rations at Washington, D. C.	Rations at Gosport, Va.	Rations at Mound City, Ill.
		Cts.	*Cts.*	*Cts.*	*Dolls.*	*Cts.*	*Cts.*	*Cts.*
Nathan F. Mathes	Dec. 15, 1864	*39	------	------	------	------	------	------
Peter Higgins	----- do -----	------	*35 9/10	------	------	------	------	------
Samuel Reckless	Dec. 10, 1864	------	------	------	†35 98	------	------	------
Kimberly Bros	Jan. 1, 1865	------	------	------	------	------	*40	------
John H. Jewitt	Dec. 29, 1864	------	------	*36	------	*36	------	------
John H. Jewitt, (spec'l)	Feb. 10, 1865	------	------	------	------	------	------	*40

* Per ration. † Per hundred.

W. B. SLACK, *Quartermaster.*

QUARTERMASTER'S OFFICE, U. S. MARINE CORPS,
Washington, October 16, 1865.

Schedule of contracts for fuel for the marine corps for the fiscal year ending June 30, 1866.

Name of contractors.	Date of contract.	Stations supplied.	What period.	Coal per ton.	Wood per cord.
J. M. Mathes	July 14, 1865	Portsmouth, N. H.	July 1, 1865, to	------	$8 90
Alexander Conway	July 20, 1865	Philadelphia, Pa.	June 30, 1866.	$7 64	8 40
Sarah Otterback	July 13, 1865	Washington, D. C.	------do------	------	8 00
J. T. Daniels	------do------	Norfolk, Va	------do------	------	7 95

W. B. SLACK, *Quartermaster.*

ADQUARTERS U. S. MARINE CORPS,
Washington, October 16, 1865.

No. 11.

Summary estimate for salaries and contingent for the Navy Department and bureaus and southwest executive building for the fiscal year ending June 30, 1867.

	Estimate for 1866–'67.	Appropriation for 1865–'66.
Secretary's office—		
Salaries	$58,800	$58,800
Contingent	5,000	5,000
Bureau of Yards and Docks—		
Salaries	19,640	19,640
Contingent	1,800	1,800
Bureau of Equipment and Recruiting—		
Salaries	16,420	16,420
Contingent	500	800
Bureau of Navigation—		
Salaries	9,620	10,120
Contingent	2,400	800
Bureau of Ordnance—		
Salaries	19,196	19,196
Contingent	1,000	2,000
Bureau of Construction and Repair—		
Salaries	18,020	18,020
Contingent	1,000	1,000
Bureau of Steam Engineering—		
Salaries	11,020	11,020
Contingent	2,500	2,500
Bureau of Provisions and Clothing—		
Salaries	24,620	24,620
Contingent	1,500	1,500
Bureau of Medicine and Surgery—		
Salaries	10,820	10,820
Contingent	800	800
Southwest executive building—		
Salaries	4,752	4,752
Contingent	7,500	6,500
	216,908	216,108
Total salaries	192,908	193,408
Total contingent	24,000	22,700

No. 12.

Summary statement of appropriations required for the navy and marine corps for the fiscal year ending June 30, 1867.

Objects.	Office of the Secretary of the Navy.	Bureau of Yards and Docks.	Bureau of Equipment and Recruiting.	Bureau of Navigation.	Bureau of Medicine and Surgery.	Marine corps.	Aggregates.
Pay of the navy		$217,166	$4,500,000	$4,517,262	$102,210		$9,336,638 00
Bounties to discharged seamen			800,000				800,000 00
Equipment of vessels			1,000,000				1,000,000 00
Surgeons' necessaries					168,750		168,750 00
Navigation and navigation supplies				192,500			192,500 00
Contingent	$250,000	2,070,000	800,000	5,000	75,000		3,200,000 00
Naval Academy				198,429			198,429 00
Naval Observatory				20,000			20,000 00
Nautical Almanac				25,850			25,850 00
Navy yards, &c		7,039,306					7,039,306 00
Pay of superintendents		146,230					146,230 00
Hospitals					97,000		97,000 00
Marine corps—							
Pay						$1,107,066 95	
Provisions						169,907 50	
Clothing						314,663 05	
Fuel						30,117 00	1,757,754 50
Military stores						16,000 00	
Transportation						25,000 00	
Repairs of barracks						15,000 00	
Contingent						80,000 00	
	250,000	9,472,702	7,100,000	4,959,041	442,960	1,757,754 50	23,982,457 50

No. 13.

REPORT OF THE BOARD OF VISITORS TO THE UNITED STATES NAVAL ACADEMY.

SIR: The visitors appointed for 1865 to attend the examinations at the Naval Academy at Newport, and to inspect the discipline and general management of the institution, having attended to the prescribed duties, have the honor to submit the following report:

Although all the members of the board were not present at the time designated in your letters of appointment, the organization was effected on that day, (May 20,) and under the direction of the president, Vice-Admiral D. G. Farragut, the work was begun.

The board was divided into committees, each of which took in charge some special subject for investigation, while each member was also expected to make such general examinations into any department as time and opportunity might permit. Upon the reports of these committees the opinions of the whole board were expressed, and in this manner the material was provided from which a final report could be drawn, that would express without danger of material error the general sentiment of the visitors.

In the natural order of investigation, the condition of the buildings and ships, and in general the whole material equipment of the academy, presented itself as the first subject to be considered. Although this was assigned to the naval officers who were members of the board, the importance of this branch of the examination was such that the committee was often joined in its inspections by all the other visitors, so that a full and free interchange of sentiments was had from the first in regard to every important feature of this branch of our work. Inasmuch as the academy is soon to be removed to Annapolis, any statement of the unfitness of the buildings at Newport for a national naval school would be entirely out of place, were it not that it may be made the occasion of expressing the opinions of the board in regard to the great importance of the academy, and the necessity of providing for it such edifices, and in general such a material equipment, as will be suitable for a truly national institution, one befitting a naval power of the first rank, and which will suitably represent to other nations our resources and our power.

The condition of the buildings now used for the academy is, upon the whole, creditable to those who have them in charge Erected as they were for an entirely different purpose, they are wholly unsuitable for an educational institution of any kind, and only some such emergency as that which caused them to be occupied could justify even their temporary use. So inadequate are the accommodations even in regard to room, that about one-half of the midshipmen are necessarily quartered on board the frigates Santee and Constitution, and this separation of the school not only causes serious inconvenience in its management, but tends to arrange the pupils into two bodies, divided in interests and feeling, as well as by position.

The *esprit du corps* so necessary to the highest condition of such an institution cannot thus be maintained, and some of the noblest influences which are ever brought to bear upon young minds are in a great measure lost. The board is unable to perceive any advantages from this location on the ships which compensate for the evils, as even in the matter of health, though the cases of sickness are less in number than on shore, those which do occur are more severe.

The quarters of the midshipmen on shore, the recitation rooms, the dining hall, and the various other apartments of the buildings were cleanly, though something of the usual lack of order at the close of a term was here and there visible, and the walls from the somewhat ancient date of the paint and paper had a dingy and faded aspect that was far from agreeable, and this, with the

ordinary character of the furniture of the recitation rooms, would give a stranger an unfavorable impression of the estimation in which the government holds the academy.

In regard to the character of the buildings which will be needed hereafter, the board offers some suggestions more willingly because of the abundant evidence that has been given by the Navy Department of its settled purpose to create a truly American navy, and make it worthy of the nation which it represents and defends, and because of the readiness which it has shown to meet with new methods and instruments, the demands of a war in whose progress the whole art of naval attack and defence was so suddenly and completely changed.

The visitors do not doubt, therefore, that the same wise foresight, the promptitude and liberality of action will be used to the extent of the power of the department to adapt this national nursery of our naval officers to the altered condition of the nation and of the science of war.

In forming an opinion of what our Naval Academy should be hereafter, it is wise to consider the new relations into which the war has brought us with foreign powers, and to study our probable future. We have been enabled, by the help of God, to subdue completely a rebellion more formidable than was ever put down by any government before, and restore the supremacy of the nation over every foot of our territory.

Not by our own choice, but by a necessity which foreign powers have imposed upon us, by aiding the rebellion, we have become a great military power, and the attitude of western Europe will compel us to remain so, if we would maintain our national rights and honor, and these must be intrusted hereafter in a great degree to the navy.

Hence the importance of a naval school on a scale commensurate with the rank and power of the country, and adequate to meet not only the present, but prospective wants of the nation.

The visitors see no reason to suppose that the number of midshipmen will be less hereafter in proportion to population than it now is; and the buildings to be erected should, therefore, be of sufficient extent to meet the natural increase of the school for some years to come, or at least the plan should be such that additions can be made without breaking the harmony of the design.

The plan of the structures and the architecture should combine whatever is most excellent in the educational establishments both of our own country and of Europe, not from any spirit of idle display, or for the gratification of national pride, but because such an establishment will be one important representative to other nations of the character of American institutions, and because young men catch the tone and spirit of their surroundings, and would go forth from a noble academy with a character elevated to the rank of the institution itself.

Without proposing to assume the office of the architect, it seems to be within the proper province of the visitors to present some general views in regard to the arrangement of the rooms. The rooms of the cadets should be large enough to give ample accommodations to three individuals, so that beds and furniture should not be too closely packed and without regard to order. Habits almost necessarily formed in small, inconvenient rooms often affect the character for life. The latest improvements which science has devised should be used to secure the best possible ventilation. Very few of all the public buildings of our country are so supplied with pure air as not to be injurious to health, and the utmost possible care should be taken in regard to apartments where so many hours of every day are spent, either in sleeping or in severe mental labor. For this reason, among others, the board would suggest the propriety of large and well-furnished halls for study, instead of using for this purpose the private sleeping apartments of the scholars. It is thought that much more would be accomplished in a given time if the cadets, while engaged in study, were under the

eyes of the proper teachers, and that the hours of daily study might thus be somewhat shortened, and an opportunity be given for outdoor recreation, or some form of gymnastic exercises.

For this latter purpose a gymnasium of the very best description, and other means of athletic sports, should form an important department of the institution, because the object is not merely to produce scholars, but educated *men*, whose physical education should be as complete as their mental training.

The condition of the library and philosophical apparatus at Newport shows the necessity of providing, in any buildings to be erected hereafter, a library and lecture room adjacent to each other, supplied with all the apparatus needed to illustrate the lectures upon natural science, and a small observatory, with the suitable instruments, such as several of our colleges have, would be a very valuable addition to the academy. Some certain provision should be made for the regular increase of the library, so that the cadets should have access not only to such works as are directly connected with their several studies, but also to the best of the current literature of the day, especially that of our own language. It is scarcely necessary, perhaps, to add that in what may be called the domestic and household arrangements of the academy, upon which the health and comfort of the scholars largely depend, special attention should be given to the many important improvements which science and art have introduced, the use of which is recommended both by a true economy and a due regard for the physical and moral welfare of the cadets. In short, the board is unanimous in the opinion that the United States should have a national naval school superior to any in existence now, and which shall rank with the first educational institutions of the world; one in which our officers should not only be made thorough seamen, but American gentlemen, the breadth and finish of whose education should fit them to move with credit in the most polished society of the world.

THE DISCIPLINE OF THE SCHOOL.

Upon this point the opinion of the board is expressed by the following extract from the report of Vice-Admiral Farragut, to whom this subject was specially committed:

"With respect to the discipline of the school I will state that, so far as I can ascertain, it appears to be good. The young gentlemen are orderly and obedient, and I hear no complaints from any quarter, of irregularities or a want of proper observance of decorum on their part, or of necessary precaution and regulations to keep them in a proper state of subordination."

The board would only add to this testimony the gratifying fact that the institution seemed to be pervaded by a moral influence, and under whatever circumstances the cadets were seen, there was clear evidence that the external propriety of conduct sprung from self-respect, a due regard for what is right, and from true manliness, rather than the mere force of authority; and the officers of the academy deserve great credit for the successful exercise of this highest form of government. In this connexion the visitors desire to bear their decided testimony to the faithfulness, efficiency, and success with which the superintendent has administered the affairs of the academy for so many years. Feeling that in an important sense the presiding officer of such an institution stands in the place of a parent to each cadet, he has not been satisfied with maintaining merely official relations with those under his charge, but has also held with them that familiar private intercourse by which an influence almost paternal could be exerted over each individual, by the kindly use of unofficial reproof or encouragement; and it cannot be doubted that much of what is admirable in the deportment of the cadets is due to the unseen power, which thus quietly moulded them more by the gentleness of love than the sternness of authority.

The fact that this officer has written with his own hand more than one thousand letters a year to the parents of these young men, shows that he has spared no pains in the performance of the duties of his office, and probably much of his success may be due to the use he has thus made of the sweet, strong influences of home. It was apparently owing to such causes that the cadets seemed to be guided more by an inner sense of propriety than by the external restraints of law. Such an office has doubtless less attractions for most naval officers than active service, and brings as its reward far less of popular applause, but he who yearly aids in training those who are to command our ships and fight our battles may justly feel that he has a right to share in the victory and the honor. Nor could the board do justice in this case without expressing a cordial approval of the manner in which the commandant of midshipmen performs his duties, mingling kindness with firmness with a judgment so accurate that it is seldom at fault, and causing the whole machinery of discipline to move with exactness and regularity.

The work of the subordinate officers and teachers is less open to observation, but so far as results can furnish a guide to opinion, the various performances of the cadets induced the belief that those officers and teachers are worthy of the confidence reposed in them by the government.

RELIGIOUS INSTRUCTION.

Application was made through a committee of the board to the chaplain of the academy for such a statement of facts as would enable the visitors to judge of the religious condition of the school, and the means used for the instruction of the midshipmen in this branch of their education; but no reply having been received, the board is able to communicate only such facts as are known to all.

A short service for reading the Scriptures and for prayer is held each morning in the hall on shore, and also on board the school-ships, and the cadets and officers meet also for divine service every Sabbath morning at eleven o'clock. Attendance upon these services is obligatory, except in cases where a reasonable excuse is rendered in writing. These daily Sabbath services are conducted by the regular chaplain of the academy, assisted from time to time by other chaplains, who are attached to the school as assistant professors. It would be interesting to know what influence the course of education appears to exert upon the religious life of those who profess to be Christians. It is certainly a matter of the highest moment to inquire whether the religious element is neglected, or bears its due proportion in the education of our young officers, and nothing would so increase the interest and confidence of millions in the academy, or endear it so much to their hearts, as to know that those who are to be the future guardians of our country, and interests, and honor, are being duly instructed in the principles of the gospel, and that in any contest hereafter they will appeal not alone to arms, but also to the God of battles.

SANITARY ARRANGEMENTS AND HOSPITAL ACCOMMODATIONS.

In reporting upon this department, it is but justice to the surgeon in charge to state that no hospital accommodations have been provided for his use except a suit of rooms intended for quite another purpose, and that these, by care and due attention to cleanliness, have been made as comfortable as could be expected. Everything considered, the appearance of the apartments was highly satisfactory. It was also very gratifying to the board to learn from the hospital reports that none of the diseases mentioned are of a character which would indicate any vicious habits or moral obliquities on the part of the midshipmen, and that the report of the surgeon in charge, like all the reports from the different officers of the academy, speaks well for the purity and morality of the young gentlemen connected with the school.

The number of midshipmen connected with the academy from 1857 to 1864, inclusive, is as follows:

Academic year ending June, 1857	177
Do.....do.....1858	193
Do.....do.....1859	174
Do.....do.....1860	288
Do.....do.....1861	267
Do.....do.....1862	456
Do.....do.....1863	471
Do.....do.....1864	514

The number of deaths and sickness among these from 1858 to 1864, inclusive, is as follows:

Deaths in the academy from June, 1858, to June, 1861	1
Deaths in the academy from June, 1861, to June, 1865	10
Sick-leaves from academy from June, 1858, to June, 1861	5
Sick-leaves from academy from June, 1861, to June, 1865	40

The increase in the number of sick-leaves is attributed by the surgeon to the want of suitable hospital accommodations, in consequence of which the invalids have been sent home. The increase in the number of deaths during the last period named above is due to an epidemic fever in 1863. The percentage of sickness in the year last past was but 12, of which the greater portion occurred in the earlier months of the year. The first quarter of each year shows a report of sickness, which, compared with other quarters, is notably large, and it is found that each first quarter records the same disorders, and shows a percentage of sickness which almost exactly corresponds with the same quarter of other years. For example, the average of patients during the first quarter of 1864 was $29\frac{39}{90}$, and for the first quarter of the current year, $28\frac{69}{90}$. The leading disorders in each case were catarrh, headache, tonsilitis, and kindred diseases. The total number of sick-days during the first quarter of 1864 was 2,678, that for the first quarter of the current year was 2,588, the number of scholars in each case being nearly the same, while the total of sick-days for the last three months of 1864, with about the same average attendance, was only 984. These facts are of course due chiefly to climatic influences which prevail with slight modifications along the whole of the northeastern part of the Atlantic coast.

GENERAL COURSE OF STUDY.

That portion of this subject which refers to the proper qualifications for admission to the academy will be considered under another head of the report. The visitors found that an impression has been somewhat widely spread abroad that the terms of admission are such as to exclude from the school a large class of boys who are justly entitled to its privileges, and also that the course of study is so severe, and the examinations so rigid, that large numbers fail, who, under a different system, might finish their studies with credit to themselves and profit to the government. Upon investigation the board ascertained the following facts from tables covering twelve years. During this time 1,522 candidates were nominated and conditionally appointed. Of these, 313 were rejected as unqualified. Of the remaining 1,209, who were admitted, 466 failed in the first year's course. Three hundred and thirty-one of those who failed in the first year were turned back for a second trial, and of these but few succeeded in graduating. Of the whole number admitted, (1,209,) only 269 graduated, including 93 who were received into the service from 1861 to 1864, before completing their studies. Judging from these facts alone, the inference would be a very natural one that the standard of admission is too high, the studies in the course too severe, and the examinations too rigid. But the other facts in the case show conclusively that such an

inference would be altogether wrong. The candidates are required to have only a fair knowledge of the elementary portions of the most rudimentary parts of a common English education, a preparation far below that of any high school; and the fact that one-fifth of the number nominated failed even in this, shows, not that the standard of admission is too high, but that the selection of candidates has been made with no proper regard either for the fitness of the candidate for the place, or the wants and interests of the government.

Again: the studies of the first year belong only to a good English education, and are simply preliminary to the specific scientific and naval training, and yet two-fifths of all admitted fail even in these. These two facts show clearly that the large number of rejections and failures is due neither to too high a standard of admission nor to the severity of the mathematical studies, since they occur before this part of the course is reached. The visitors are of opinion that, instead of lowering the standard of admission to the level of those who were rejected, it should rather be so elevated as to exclude those who, for want of suitable preparation, fail in the first year of the course.

These facts and results have led the board to an earnest consideration of the course of study, in view of the object of the government in the establishment and support of the academy. In a general sense, the purpose of the government is to provide competent and educated officers for the navy. But this proposition conveys a different meaning to different minds: some understand by a naval education only that professional training which makes the officer an accomplished seaman and commander; while others suppose that the peculiar knowledge which the sailor requires—the professional education—should be added to a general culture of the highest character, so that an officer of the American navy should be, both at home and abroad, the fit associate of educated men. This last is doubtless the true idea, and it seems to be the one which has shaped the course of study in the academy. The important question then arises, Is this purpose attained by the present system, or can it be by any effort on the part of the academic board? The visitors believe that no such result as the most thoughtful friends of the academy desire is possible, unless the system of appointments, the rules for admission, and the course of study are all materially changed. Taking the students as a majority of them now are when they enter, altogether too much is required of them during the course. An English education almost from the rudiments, a scientific education, and the professional attainments of the seaman, are all included in the course; and many of those who are expected to master this in four years are scarcely more than boys when they are expected to graduate. Manifestly, one of three results must follow as the general rule: either there will be a total failure, as is actually the case with so many, or seamanship will be neglected in favor of general culture, or the cadet will become a sailor at the expense of scientific and literary attainments, or, which is perhaps more common than either, he will be found deficient in each branch of his education. The actual results verify these suppositions. One cadet becomes a student, and his commanding officer on shipboard finds him more attached to books than to his duties as a seaman; another graduates with the proper knowledge of his profession, but perhaps his lack of general culture is so marked as to bring reproach upon the navy both at home and abroad. As a general rule, such results are due not to the scholar or the teachers, but are inseparable from the system itself.

As has been already intimated, the board is unable to discover any remedy for these except by some material alterations in the general plan for admission and instruction; and the visitors have therefore agreed to make the following suggestions: They recommend that the qualifications for admission be so changed as to require of the candidate an amount of previous study about equal to that of the first year of the present course in the academy. To show that this is not without precedent with those who have had experience in naval

education, the following list is presented of the studies required for admission at the French Naval School at Brest: arithmetic, algebra, geometry, plane trigonometry, applied mathematics, natural philosophy, chemistry, geography, English language, and drawing. This system requires two years of preparatory study, two years in the Naval Academy, then one year at sea, making in all a five years' course, three of which are under the supervision of the government. The board is clearly of opinion that an amount of study about equal to that of the first year in the academy should be required of candidates for admission. Some object to raising the standard of admission on the ground that it would exclude the great majority of the youth from large sections of the country where parents would find it difficult to give their sons the necessary preparation, and thus the advantages of the academy would be unequally distributed among the people. This reasoning is based upon a false conception of the purpose for which the school was founded. Its chief object, to which all else must be subordinate, is, not to give the young men an education, but to provide suitable officers for the navy. The government is under no obligation so to arrange its system as to place the privileges of the school equally within the reach of all classes of persons and all sections of the country, as if it were a national university intended for popular education. On the contrary, it will best serve the interests of the whole nation by selecting the very best material, wherever it may be found, from which to prepare the officers who are to be intrusted with the honor and safety of the state as commanders of our navy. The government is bound to expend the people's money by educating only such, so far as may be, as are best fitted for its purposes. Under the present system, very large sums are annually expended upon those who render no service whatever to the government in return. This is so manifestly wrong as to require no argument. No parent has a right to ask that his child shall be educated at the public expense, either for his own advantage or that of his son; but, on the other hand, when the government offers education, rank, honor, and emolument to a young man, it is right in demanding that his elementary studies should be pursued previous to his entering the national school. Should this suggestion in reference to the admission of scholars be acted upon, it would of course render necessary some corresponding changes in the subsequent studies.

At this point the board would ask attention to another unsatisfactory feature of the present system. In the examinations upon seamanship, the naval officers at once observed, what indeed could not escape the notice even of a landsman, that the answers of the cadets appeared to be in large measure recitations from the language of text-books; and nothing is more evident than that a scholar might commit to memory whole volumes of text-books on seamanship, and yet know little or nothing of the actual working of a ship, and that such a young man, with a midshipman's commission in his pocket, would rather be an incumbrance than otherwise to a commanding officer. But it must be remembered that this deficiency, whatever it may be, is due not to the teachers or the cadets, but to the fact that the present system gives the scholar far too little opportunity for gaining a practical knowledge of seamanship before he enters the service. This fact has had much weight with the board in recommending a change in the terms of admission; for such a change would render it possible to give the cadets a longer time on board ship, and remove the objection now properly made by naval officers that the cadets, when they enter the service, are not thoroughly educated seamen.

To sum up these opinions in regard to the course of study, the visitors recommend—

First. That the amount of study required for admittance should be about equal to that of the first year's course in the academy, as now arranged.

Second. That a corresponding change should be made in the subsequent course.

Third. That after graduation from the academy the cadets should spend one

year at sea, and then pass a satisfactory examination in seamanship before receiving a midshipman's commission.

It is also recommended that the entering class should be put on board a school-ship, with one or more professors to instruct them, and should be well drilled at the great guns, in the use of small-arms, and in seamanship, until the return of the school-ships from their summer cruise. A portion of the summer cruise should be used to give the cadets a knowledge of our coast by sending the ships up and down the coast, and allowing them to visit the points of the various attacks made by our forces, and by explaining to them the advantages and disadvantages under which the operations were conducted. It is also thought that the system of leave should be modified in some such way as this. The school-ships would sail by the first of June, with all the cadets on board, and return from the cruise from the 20th of August to the 1st of September, and then all the cadets should have leave of absence until the 1st of October.

COMPETITIVE EXAMINATIONS.

Although the evils connected with the present system of appointments, and which are, apparently, inseparable from it, have been so often and so earnestly dwelt upon in previous reports, the board feels that it would fail in one very important duty should it neglect to ask attention to it once more. If the recommendation already made in regard to raising the standard of study for admission should be complied with, a change in the method of appointment would necessarily be made, because, as such, there would be an examination by some authorized board; but the visitors believe that whatever may be the standard of the entrance examination, there should be a radical change in the system of appointments. From the tables already quoted it appears that one-third of the whole number appointed for twelve years were rejected as unqualified, although nothing is required more than should be learned in a common school, and this is quite sufficient to show that the mode of selection is one which should no longer be tolerated. How far the influence by which candidates are appointed can be brought to bear upon their admission is unknown to the board; but the important fact appears that, after one-third of all appointed for twelve years had been rejected, that 466 of the 1,209 admitted failed on the first year's course. Then 331 of those who thus failed were allowed a second trial, and most of these failed again, so that only a small per cent. of them graduated, and only 269 of the 1,209 admitted succeeded in completing their studies.

Now, the annual expenses of a cadet is more than $1,500, and allowing the average of the time spent at the school to be one year, then the government has expended upon these about two millions of dollars, for which it has received no return. Nor is the money lost the most important feature. Through the deficiencies of this system the government fails to obtain that number of suitable officers to which it is entitled, the places in the academy being constantly filled, in a large degree, by those who are unwilling or unable to profit by the advantages which the government so liberally offers.

In view of these results, so mortifying to the friends of the academy, and so injurious to the public interests, the board desires to submit, as its decided opinion, that the academy cannot long be maintained under the present system against the increasing dissatisfaction of the country; and that the only choice really lies between adopting important changes, and the not remote loss to the nation of this important school. The board, therefore, with great unanimity and earnestness, recommends that the system of appointments be so changed that the selections shall be made according to merit, by some plan of competitive examination, conducted in such manner as Congress may prescribe. Such a system would open the doors of the academy to the whole country upon the only proper terms of equality, while it would impartially draw out from the whole body of American

youth those only whose natural aptitude or fondness for sea life, or proper ambition for distinction, should impel them to seek admission to the school, and would select from among such those best adapted to and prepared for the government service.

The board confidently believes that such changes as have been proposed in the preparatory studies and in the mode of admission would remove at once, and effectively, the most formidable difficulties which the academy has hitherto had to encounter; would relieve it from a dead weight of useless material which now clogs its operations and sinks it in public estimation; would save the government from a very large and quite useless expenditure; would elevate its tone and character; and would supply the navy with officers from the very best material which the country affords.

AGE OF THE CANDIDATES.

In addition to the changes which have been mentioned, the board would recommend that cadets should not be admitted to the academy before the age of sixteen (seventeen) years. This alteration is suggested because if the elementary studies, now pursued in the early part of the course, are required previous to admission. then the scholar would naturally reach about the age of seventeen in his preparatory studies. There are, however, other important reasons why an age more advanced and greater maturity of mind are desirable in the candidates. The conditions and methods of naval war have been so completely changed ever since the beginning of our recent conflict that mere courage or skill in seamanship, as that term has hitherto been understood, will no longer secure a victory. The profoundest science, the highest art, the nicest skill, and the inventive power which have filled the world with wonder-working machinery, have been applied to the art of war; they have produced ships and weapons bearing little resemblance to anything known before, while the more scientific application of steam to the ordinary vessel, and the new and more formidable character of the armament, have made the management of a war-ship quite a different matter from what it was even four years ago.

The man who would fight a successful battle in such ships as will hereafter compose the American navy should possess, not only all the qualifications needed by an officer years ago, but should add to these both a scientific and practical knowledge of the new instruments placed in his hands, so that he may comprehend, not only the manner of their working, but also the principles on which their successful operation depends. It is an imperative necessity that the officers of our navy should hereafter be thoroughly educated in everything connected with the structure and working of modern war-ships, and with the manufacture and use of the new weapons employed; for the science and skill, the wealth and the inventive genius of Europe will be brought into requisition to discover some form of a ship and some weapon that shall be more than a match for our own. The powers of western Europe are not yet ready to concede to Americans the control of this continent and the adjacent seas, and it is wise to prepare for the issue which is sure to be presented to us, by providing young men, with minds somewhat mature, instead of boys, for the lower ranks of the navy. Hereafter the navy will, of course, be composed entirely, or nearly so, of steamships; but economy in fuel, and other reasons, will, in many cases, render necessary a combination of steam and sails, and it is deemed, therefore, very important that the practice-ship in which the summer cruise is made, should be a steam-propeller and a full-rigged ship, so that the study of seamanship and of steam-engineering may be united.

The importance of having a full-rigged ship is shown by the fact that some of those who have graduated, and have spent some time at sea, have no practical knowledge of certain matters relating to full-rigged ships, which it is absolutely

necessary for an officer to know. The practical exhibition by the cadets of their knowledge of seamanship was on board the sloop-of-war Marion. There were on board 290 cadets, who, for the occasion, formed the crew of the ship. She is an old vessel, and, in the opinion of the board, unfit, both by her style of rigging and her condition, for the purpose for which she is used. The cadets cannot be taught on such a vessel to handle quickly and gracefully a first-class modern ship. The Marion was got under way from single anchor, under topsails, jib, and spanker; the anchor was catted and fished and the courses set, all of which was fairly performed; but the board was less favorably impressed by the exercises on the Marion than by any other which they witnessed; and these defects in seamanship show the necessity of spending more time on shipboard than the summer cruise affords, giving weight, as is thought, to the suggestion already made, that the cadets, after graduation at the academy, should spend a year at sea, as in the French service, before they receive a midshipman's commission.

It is quite unreasonable to expect that a boy entering the academy at the age of fourteen or fifteen, and with only the attainments now required for admission, should, during the course, so lay even the foundation of the knowledge he will need that, after entering upon actual service, he may rear the proper superstructure. But with proper previous study, and by delaying the entrance to the school until a more advanced age, when the mind is more mature, and with a year on board a ship after graduation, before receiving a commission, the young officers of the navy would not only enter the service thorough seamen, but would be able to meet, with credit to themselves and the country, the grave responsibilities which henceforth are to be laid upon them as the representatives of the nation's power and civilization, and the guardians of her honor.

PROOF OF THE LOYALTY OF PARENTS OR GUARDIANS SHOULD BE REQUIRED.

There being now no rule requiring evidence of the loyalty of the parents or guardians of applicants for admission, it is recommended that the parent, if there be one, or if none, the guardian, shall be required by oath, or in such other manner as may be directed by the Secretary of the Navy, to give evidence of his or her loyalty before the examination of the candidate. It is evident that the government cannot safely rely upon the oath of an inexperienced boy, if after he is educated he is to be placed under the influence of disloyal parents, or friends, as has sometimes been the case heretofore, so that the education which the government has bestowed has been used as a powerful instrument for its destruction. Knowledge is a power which the nation cannot afford to place gratuitously in the hands of its enemies.

RECITATIONS AND EXERCISES ON SHORE AND ON BOARD THE SHPS.

As a general thing the board was well satisfied with the recitations of the different classes and sections. The recitations in seamanship have already been mentioned. In mathematics and natural science, in ethics and moral philosophy, in international and constitutional law, in gunnery and steam-engineering, and in the modern languages, the cadets showed a proficiency which was very gratifying to the visitors, and honorable both to teachers and scholars.

The exercises both on board the ships and on shore were varied and interesting, and gave the visitors an opportunity to judge of the amount of practical knowledge which the cadets had gained. The first visit of the board was to the two practice-ships, Constitution and Santee, where, for the want of suitable accommodations on shore, the third and fourth classes have their quarters. Both these vessels were inspected from the spar-deck to the keelson, and in every part of the ships good order and perfect cleanliness were found. The vessels are probably as convenient for the purpose as ships of this kind can be made, but the many disadvantages which are inseparable from keeping the

cadets apart are so many and so great that arrangements will soon be made by which the whole school will be located on shore.

These ships are not fully rigged, and lack many of the appliances necessary for making the cadets accomplished sailors. It is believed that it would be a material improvement on the present plan if one of these vessels were kept partly manned and fully officered, and the routine of the navy were daily observed so as to render the cadets familiar with every duty of an officer on board a man-of-war.

ORDNANCE PRACTICE ON BOARD THE MACEDONIAN.

This ship was manned by the cadets, and in the management of the guns, and in the exercise of boarding and repelling boarders, and in the various manœuvres of actual battle, their performances were highly satisfactory, and, in the opinion of the naval officers present, were equal to those of the best vessel in the navy. Some of the guns and equipments were of an old pattern; and it is deemed a matter of importance that the scholars should be supplied with guns and equipments of the latest and best forms, so that they may become familiar with the very instruments which will be put into their hands when they enter the service. No mechanic learns to become a first-rate workman by the use of poor tools, no one is made a marksman by an inferior gun, nor can one become a perfect sailor in an old unseaworthy ship.

INSPECTION OF THE SABINE.

While the examinations were going on at the academy, the frigate Sabine, the school and practice-ship for naval apprentices, under the command of Captain R. B. Lowry, came into the harbor, and an order was received from the Navy Department directing that she should be inspected by the board of visitors. This fine frigate was fully manned by the apprentices, and all were greatly surprised and gratified at the scene presented on board. It did not seem possible that a ship of this class, with her battery, could be so finely handled by boys so young. In the various exercises of loosening and fastening the heavy sails, in working the guns, and in the drill with small-arms, the board found only what was worthy of praise. The complete order and the perfect neatness of the vessel in every part were worthy of the highest commendations, and great credit is due to Captain Lowry for this most gratifying exhibition of what the apprentice system may do for the navy when worked by firm and skilful hands. The board deems it worthy of consideration whether a larger number might not be annually selected from these boys for admission to the academy.

The howitzer drill and the target practice by the cadets were very creditable performances, and secured the decided approval of the board. The target was placed at a distance of eleven hundred yards, and was struck five times and completely demolished. The accuracy of the firing elicited much praise from the naval officers present.

FISCAL AFFAIRS.

The paymaster, storekeeper, and commissary produced their books, with original vouchers, to the committee of the board of visitors appointed to examine into the condition of this department, and furnished every facility for the investigation of their respective accounts. It is due to these officers to report that a careful scrutiny of their accounts for the year proved that they had been accurately kept, and in the forms prescribed by the regulations of the academy. The cost of everything needed by the midshipmen was higher than in former years, yet the means of inquiry and comparison at the command of the committee satisfied them that it was just, and as moderate as the state of the market would permit.

The present arrangement with the commissary requires that the cost price be charged for such supplies as he contracts to furnish; and he is allowed to add thereto the sum of $250 per month for the eight months of the session, as commission, in lieu of the profit which he formerly derived from the contract then existing, by which board was furnished to midshipmen at a stipulated sum per month. His accounts are rendered monthly, and after examination by the committee of officers appointed for the purpose by the superintendent, and approved by him, they are referred for payment to the paymaster. The committee were satisfied that the provisions were excellent, and ample in quality. They were often present in the mess-room at the hours of meals, and ever found the arrangements of the tables, and the cooking, neat and wholesome, and both officers and midshipmen testified that the food and furniture on these occasions, when the committee were present, were such as were uniformly provided.

Under this system the commissary's bills have fluctuated largely with the condition of the country, and of the currency, and corresponding changes have necessarily followed in the rate of board. The following statement drawn from the monthly bills shows the frequency and extent of these fluctuations for seven months, viz:

November 19, 1864.	Number of midshipmen	498	Board per month, each		$19 46
December 19, 1864.	do	461	do		19 70
January 16, 1865.	do	464	do		20 99
February 17, 1865.	do	437	do		20 16
March 23, 1865.	do	399	do		20 06
April 26, 1865.	do	391	do		21 29
May 15, 1865.	do	398	do		20 40
Average		432.6	Average		20 29

To the board bill is added $3 per month for washing and sundry small items, amounting to $1 25.

The goods kept by the storekeeper, and exhibited with the invoice thereof, were carefully examined and the quality generally found to be good; they seemed also to be fairly charged.

During the year, owing to the derangements of the currency, the contractors for midshipmen's clothing demanded increased prices for every article furnished. This led to an attempt by the superintendent to procure cloths at cheaper rates from the wholesale dealers in New York and Boston. On comparison by skilful dealers of the new offers with the old contract, it was obvious that this, considering both quality and price, was the cheapest. Therefore no change was made in the contracts.

The total of all expenditures from July 1, 1864, to May 1, 1865, as reported by the paymaster, is as follows, viz:

Pay of commissioned and warrant officers, midshipmen, seamen, and others	$309,487 81
Pay of professors and assistants	36,258 29
Expenses of the academy, school and practice ships, surgeons' necessaries, contingent expenses, and repairs of all kinds	107,736 98
	453,483 08

As statistical information, and for the convenience of reference, the following statement is made of the total of all expenditure by the paymaster, since May 8, 1861, when the Naval Academy was removed to Newport, to March 31, 1865, viz:

For the pay of commissioned and warrant officers, civil professors, assistant professors and others	$1,093,692 00
For the wages of watchmen, and contingent expenses of the Naval Academy	241,231 38
For the current expenses and repairs of the school and practice ships, for provisions, surgeons' necessaries, mileage, &c...	80,594 50
Total	1,415,517 88

The cost of educating each student who finally enters the naval service seems to the board to be enormous, and not over-rated in the report of 1864; and this waste of the public money, and loss of the highest advantages to the country that might be derived from the Naval Academy, can hardly be obviated, so long as the present system of introducing new pupils with inadequate preparation shall be allowed to exist.

The report upon the financial condition of the academy is herewith submitted as it was presented by the committee. (See No. 36.)

The board, having completed its examination and expressed its opinions upon the various topics which came up for consideration, adjourned on the —— day of June, with the understanding that the final report should be held open for a time, with the expectation that the visitors might be ordered to reassemble at Annapolis after the return of the school-ships from the summer cruise, when any additional matter might be considered, and the report be submitted for final action.

Contrary to expectation no order was given to reassemble at Annapolis, and the board, therefore, concludes its report by expressing the confident hope that, if the proper authorities should see fit to adopt the suggestions which have been made, the academy will at once be regarded by the people with new interest and favor, and will become, within its sphere, a fit representative to other nations of the naval power and resources of our country.

All of which is respectfully submitted in behalf of the board.

D. G. FARRAGUT,
Vice-Admiral and President.

Hon. GIDEON WELLES,
Secretary of the Navy.

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